



CITY OF HAYWARD
AGENDA REPORT

AGENDA DATE 02/17/04

AGENDA ITEM _____

WORK SESSION ITEM WS #2

TO: Mayor and City Council

FROM: City Manager

SUBJECT: Ballot Measures

The March ballot includes three measures which seek to raise additional revenue to address a number of important issues facing the greater Hayward community as well as the Bay Area.

The Council requested that the three measures appear on a worksession agenda. Attached is material excerpted from both the voter pamphlet and other sources.

County Measure A requires two-thirds approval. If approved by the voters, it will increase the sales tax by .5% to raise revenue to maintain and support the County Medical Center and other medical and health institutions throughout the County. In addition to background material contained in the voter pamphlet, we are also enclosing a fact sheet prepared by the County.

Measure B was placed on the ballot by the Chabot-Las Positas Community College District. It requires 55% approval. If approved by the voters, it will authorize the sale of \$498 million in general obligation bonds to fund various repairs and capital projects at both Chabot and Las Positas colleges. According to the ballot measure, a copy of which is attached, approval of Measure B would authorize a parcel tax to fund various improvements on both campuses. The measure notes the College District estimates a rate of \$19.88 per \$100,000 value would need to be levied to fund the bonds.

Regional Measure 2 is presented to voters in seven Bay Area counties. If approved by a majority of voters, it would result in a one-dollar increase in each of the seven state-owned bridges. Revenue from this measure will be used to fund various transit and transportation projects. Excerpts from the voter pamphlet, and from the Metropolitan Transportation Commission website (in the form of frequently asked questions) are provided.

A handwritten signature in black ink, appearing to read "Jesús Armas", is written over a horizontal line.

Jesús Armas
City Manager

Attachments

COUNTY OF ALAMEDA MEASURE A

A **MEASURE A:** To provide and maintain trauma and emergency medical services throughout Alameda County and to provide primary, preventative and mental health services to indigent, low income and uninsured children, families and seniors, to retain qualified nurses and health care professionals and to prevent closure of county clinics and the Alameda County Medical Center, shall Alameda County implement a half-cent transaction and use tax, with an annual fiscal oversight and review?

YES

NO

COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF MEASURE A

ANALYSIS BY ALAMEDA COUNTY COUNSEL OF THE ALAMEDA COUNTY HEALTH CARE SERVICES TRANSACTIONS AND USE TAX

If approved by two-thirds of the voters voting thereon, Measure A would authorize the County of Alameda (the "County") to levy a transactions and use tax for the purpose of providing additional funds for emergency medical, hospital inpatient, outpatient, public health, mental health and substance abuse services to indigent, low-income and uninsured adults, children, families, seniors and other residents of Alameda County. The tax would be applicable throughout the entire county, including the incorporated and unincorporated areas.

The County has the authority to levy this transactions and use tax in accordance with Part 1.6 (commencing with Section 7251) of Division 2 and Section 7285.5 of Part 1.7 of Division 2 of the California Revenue and Taxation Code.

If approved, proceeds from this tax would be collected by the California State Board of Equalization and deposited in the County Treasury in a special fund entitled the "Essential Health Care Services Tax Fund" (hereinafter, the "Fund").

Seventy-five percent (75%) of the monies deposited into the Fund will be used by the Alameda County Medical Center ("ACMC"); proceeds from this tax may not be used to replace funding currently provided by the County to ACMC. The remaining twenty-five percent (25%) of the monies deposited into the Fund will be allocated by the County Board of Supervisors based on demonstrated needs and the County's commitment to a geographically dispersed network of health care providers for any of the following purposes: (a) critical medical services provided by community-based health care providers; (b) to partially offset uncompensated costs for emergency care and related hospital admissions; and (c) for essential public health, mental health and substance abuse services.

If two-thirds of the qualified electors voting on this measure vote "yes," the tax will be imposed at a rate of one-half of one percent (0.5%) on sales and use of tangible personal property in a fashion similar to and in addition to the existing sales and use tax.

If less than two-thirds of the qualified electors vote for approval of this measure, it will fail and the proposed transactions and use tax will not be levied within the County.

s/RICHARD E. WINNIE

County Counsel of Alameda County

ARGUMENT IN FAVOR OF MEASURE A

Alameda County's Healthcare system is in crisis. As more residents lose their jobs and their health insurance, uninsured children and families use emergency rooms for primary medical care. Emergency rooms at all Alameda County hospitals are severely overcrowded. This affects us all and the quality of emergency services we receive.

The rapidly growing number of uninsured patients combined with significant reductions in state and federal funding has reduced the availability of quality healthcare throughout Alameda County.

Without additional revenue, County clinics serving low-income children and families will close; trauma and emergency services will be reduced, psychiatric and mental health services will be cut.

Measure A would implement a temporary half-cent sales tax to avoid drastic cuts to local hospitals and clinics and insure access to quality healthcare for all Alameda County residents. Specifically, Measure A will provide critical support to:

- Trauma and emergency services throughout Alameda County
- Pediatric emergency services at Children's Hospital
- Essential primary care, preventative care and mental health services
- Basic primary care for underprivileged and uninsured children and families
- Retain qualified and experienced nurses and healthcare professionals
- Pre-natal and family planning services to low-income women

Providing accessible primary and preventative care helps avoid the higher cost of treating patients when they are very sick.

Measure A is a frugal and carefully crafted plan to address the most essential healthcare needs throughout Alameda County.

Measure A is supported by doctors, nurses, the Alameda County Taxpayers Association, all five Alameda County Supervisors, business leaders, seniors and other residents of Alameda County.

Please vote yes on Measure A.

s/GAIL STEELE

President, Alameda County Board of Supervisors

s/BISHOP J. W. MACKLIN

Pastor, Glad Tidings Church

s/ARTHUR B. GEEN, Executive Vice President

Alameda County Taxpayers Association

s/WILLIAM J. McCAMMON

Fire Chief, Alameda County Fire Department

s/VIN K. SAWHNEY, MD

President, ACCMA

Alameda Contra Costa Medical Association

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE A

The Sky Is Not Falling.

Alameda County and its Healthcare System are neither terminal nor on life-support.

But they should be, given the Supervisors' dismal performance:

- We survived bigger deficits ten years ago;
- But they frittered away four economic boom years of 8% revenue growth;
- By increasing government spending 23%;
- Result: Alameda County debt tripled from \$355 million in 1992 to \$1 billion in 2002.
- Simultaneously, Alameda County's Medical Center turned \$19,000,000 yearly profits into \$27,000,000 losses.
- When losses grew more, the CEO got an \$800,000 severance package.

Now, having mortgaged the family homestead, the Supervisors propose raising taxes till 2019.

But All Is Not Lost.

Writing this December rebuttal we see:

- macroeconomic improvement
 - unemployment down
 - property values and tax revenues up
 - 8.2% third-quarter economic growth
 - stock market recovery turning Alameda County pension fund deficits into surpluses
- Sacramento's debt repayment and expenditure limits plan.

Should Alameda County buck this trend, creating California's highest tax rate?

Consider:

Waiting times in Emergency Rooms, crowded mostly with insured patients, won't benefit from "Measure A", but the Healthcare Industry, (which closed half our hospitals) will.

The *Oakland Tribune* notes the Supervisors skirted the Brown Act, secretly meeting a political consultant, to hatch this Measure. Their political allies pledged \$500,000 to support it.

"Measure A" ain't "frugal".

"Measure A ain't "carefully crafted".

(Read paragraph "C"—you'll agree.)

"Measure A" costs \$100,000,000 yearly; (\$75,000,000 for Highland Hospital alone.)

"Measure A" is bad medicine - the wrong diagnosis, the wrong treatment, at the wrong time.

s/LANCE MONTAUK,

Lance Montauk, M.D.

ARGUMENT AGAINST MEASURE A

Every government agency wants more funds to do the job right: firefighters, schools, police, hospitals - they never have enough.

It's our own fault. We citizens display insatiable appetites for government programs to meet our endless needs, though Americans generally and Californians recently, addicted to credit card and government debt, balk at paying the bill - hence this laudable tax hike measure. But is this bill worth paying?

This 6% sales tax hike targets increased services "to indigent, low-income and uninsured adults, children, families and seniors . . ." but as an Emergency Physician I know that it transfers wealth to them inefficiently, because of the fat healthcare industry rake-off. Vote "yes" to send more of your income to this huge industry - but remember, the purported low income beneficiaries would probably rather eliminate the greedy healthcare services middlemen and get direct financial benefits themselves.

While we spend only 6% of the GNP on education, 15% goes to healthcare: far too much and with a poor return. We waste fortunes on unnecessary tests, malpractice litigation, ambulances, ICU's, million-dollar one-pound babies (who do poorly), etc. Should Alameda County underwrite expensive treatments for diseases which stem from lifestyle choices, like the hypertension and diabetes of morbid obesity, the vascular disease and cancer of cigarettes, or the hepatitis of alcohol and drug abuse, not to mention AIDS? Don't we then become codependents, enabling self-destructive behaviors? Why wasn't this measure limited to children's health, weight control, safe sex, and drug detoxification programs?

Rather than borrow money or increase regressive sales taxes, let's live healthier, lower our hi-tech health care expectations rich and poor alike, and admit this tax hike merely releases Alameda County funds for other uses. A cleverly packaged sales tax hike just gives internet shoppers and big-ticket buyers another reason to purchase elsewhere.

s/LANCE MONTAUK, M.D.

REBUTTAL TO ARGUMENT AGAINST MEASURE A

The number of Alameda County residents who are uninsured or who lack adequate health insurance is reaching epidemic proportions. Hospitals, clinics, and emergency rooms are overwhelmed. The lone opponent to Measure A ignores the crisis in our hospitals. Measure A enjoys virtually unanimous support of Alameda County doctors, nurses, and healthcare providers. Here's why:

Accidents will continue to occur requiring emergency care; children will be born with conditions that demand treatment to help them live normal lives; seniors will need care to help them live with dignity; psychiatric/mental health patients will require treatment; and healthy individuals will require preventative care to deter more serious illness. Measure A will preserve a system of hospitals and clinics that deliver basic healthcare services to all residents.

This March voters have a clear choice. We can allow our healthcare system in Alameda County to unravel to a point where only the wealthy have access to healthcare. Or, we can continue our community's proud tradition of providing quality healthcare services for all.

Measure A will ensure our hospitals can continue to provide basic medical care to all children and families.

Measure A will maintain the essentials—emergency and trauma services, primary and preventative care, psychiatric/mental health services, basic care for underprivileged children and families, qualified nurses and healthcare professionals, pre-natal and family planning services for low-income women and the capacity to respond to a disaster.

Help preserve accessible and affordable healthcare for all. Please vote Yes on A.

s/CONRAD E. ANDERSON, M.D., Member,
Washington Hospital Development Corp. Board

s/JAMES G. HINSDALE, MD Alternate
Director, Trauma Service Eden Hospital

s/AMY S. GORDON, MD, Associate Medical Director
West Berkeley Family Practice

s/JAMES MITTELBERGER, M.D. M.P.H., President
of the Medical Staff Alameda County Medical Center

s/JULIAN R. DAVIS, M.D.
President, East Oakland Pediatrics, Inc.

FULL TEXT OF MEASURE A

ORDINANCE NO. 2004-32

AN ORDINANCE OF THE COUNTY OF ALAMEDA, STATE OF CALIFORNIA (the "COUNTY"), ADDING CHAPTER 2.08 TO THE ALAMEDA COUNTY ORDINANCE CODE IMPOSING A TRANSACTIONS AND USE TAX FOR THE PURPOSE OF PROVIDING ADDITIONAL SUPPORT FOR EMERGENCY MEDICAL, HOSPITAL INPATIENT, OUTPATIENT, PUBLIC HEALTH, MENTAL HEALTH AND SUBSTANCE ABUSE SERVICES TO INDIGENT, LOW-INCOME AND UNINSURED ADULTS, CHILDREN, FAMILIES, SENIORS AND OTHER RESIDENTS OF ALAMEDA COUNTY

SECTION I

2.08.240 TITLE

A. This Ordinance shall be known as the Essential Health Care Services Tax Ordinance. The tax that is described in this Ordinance shall be referred to as the Essential Health Care Services Tax (hereinafter, the "tax").

B. This Ordinance shall be applicable throughout the incorporated and unincorporated territory of Alameda County, California (hereinafter, the "County").

2.08.241 RESTRICTED USES OF THE TAX

A. Proceeds from this tax shall be deposited into the County Treasury in a special fund entitled "Essential Health Care Services Tax Fund" (hereinafter, the "Fund").

B. Monies deposited into the Fund, together with any interest that accrues thereon, shall be used exclusively for emergency medical, hospital inpatient, outpatient, public health and mental health care services to indigent, low-income and uninsured adults, children, families and seniors of Alameda County, as described below in this Paragraph 2.08.241.

C. In each year during the term of this Ordinance, seventy-five percent (75%) of the revenue generated from this tax shall be transferred to the Medical Center to be used in the discretion of the governing board of the Medical Center for current and future obligations of the Alameda County Medical Center (hereinafter, the "ACMC"), provided that:

1. Proceeds from this portion of revenue from this tax may not be used to replace the funding currently provided by the County to the ACMC pursuant to the existing indigent care contract between the County and the ACMC.
2. If in any year during the term of this Ordinance the County shall be required to reduce budgetary expenditures due to reductions in discretionary revenue, including, but not limited to property taxes, motor vehicle license fees and sales and use taxes, or reductions in health care funding sources; then any resulting reductions in County funding of the ACMC shall be proportionate to reductions in funding of all other health care programs provided by the County. The distribution of revenue from this tax shall not be altered from the allocations set forth in Paragraph 2.08.241C and 2.08.241D due to reductions in

County discretionary revenue or for any other reason.

D. In each year during the term of this Ordinance, the remaining twenty-five percent (25%) of revenue from this tax shall be allocated by the Board of Supervisors based on the demonstrated need and the County's commitment to a geographically dispersed network of providers, for any of the following purposes:

1. For critical medical services provided by community-based health care providers.
2. To partially offset uncompensated care costs for emergency care and related hospital admissions.
3. For essential public health, mental health and substance abuse services provided.

2.08.242 CITIZEN OVERSIGHT COMMITTEE

A. Upon enactment of this Ordinance the Board of Supervisors shall establish and appoint a Citizen Oversight Committee.

B. The Citizen Oversight Committee shall annually review the expenditure of the Essential Health Care Services Tax Fund for the prior year and shall report to the Board of Supervisors on the conformity of such expenditures to the purposes set forth in Paragraph 2.08.241.

2.08.243 OPERATIVE DATE

"Operative Date" means the first day of the first calendar quarter commencing more than one hundred and ten (110) days after adoption of this Ordinance.

2.08.244 PURPOSE OF THE ORDINANCE

A. This Ordinance is adopted to achieve the following general purposes:

1. To impose a retail transactions and use tax in accordance with the provisions of Part 1.6 (commencing with Section 7251) of Division 2 and of Section 7285.5 of Part 1.7 of Division 2 of the California Revenue and Taxation Code that authorize the County to adopt this Ordinance, and such tax shall be operative if a two-thirds (2/3) majority of the electors voting on the measure vote to approve the imposition of the tax at an election called for that purpose.
2. To enact a retail transactions and use tax ordinance that incorporates provisions identical to those of the Sales and Use Tax Law of the State of California insofar as those provisions are not inconsistent with the requirements and limitations contained in Part 1.6 of Division 2 of the California Revenue and Taxation Code.
3. To enact a retail transactions and use tax ordinance that imposes a tax and provides a measure therefor that can be administered and collected by the State Board of Equalization in a manner that adapts itself as fully as practicable to, and requires the least possible deviation from, the existing statutory and administrative procedures followed by the State Board of Equalization in administering and collecting the California sales and use taxes.
4. To enact a retail transactions and use tax ordinance that can be administered in a manner that will be, to the greatest degree possible, consistent with the provisions of Part 1.6 of Division 2 of the Revenue and

Taxation Code, minimize the cost of collecting the transactions and use taxes, and at the same time, minimize the burden of record keeping upon each person subject to taxation under the provisions of this Ordinance.

B. This Ordinance hereby directs that the provisions hereof be interpreted in order to accomplish the purposes that are set forth in this Paragraph 2.08.244.

2.08.245 CONTRACT WITH STATE

Prior to the Operative Date, the County shall contract with the California State Board of Equalization to perform all functions incident to the administration and operation of this Ordinance; provided that, if the County shall not have contracted with the State Board of Equalization prior to the Operative Date, it shall nevertheless so contract and in such a case the Operative Date shall be the first day of the first calendar quarter following the execution of such a contract.

2.08.246 TRANSACTIONS TAX RATE

For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of Alameda County at the rate of one-half of one percent (0.5%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the Operative Date of this Ordinance.

2.08.247 PLACE OF SALE

A. For purposes of this Ordinance, all retail sales are consummated at the place of business of the retailer, unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made.

B. In the event a retailer has no permanent place of business in the State of California or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the State Board of Equalization.

2.08.248 USE TAX RATE

An excise tax is hereby imposed on the storage, use or other consumption of tangible personal property purchased in the territory of Alameda County from any retailer on and after the Operative Date of this Ordinance for storage, use or other consumption in said territory at the rate of one-half of one percent (0.5%) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

2.08.249 INCORPORATION OF PROVISIONS OF STATE LAW

Except as otherwise provided in this Ordinance and except insofar as any provisions of this Ordinance may be inconsistent with Part 1.6 of Division 2 of the California Revenue and Taxation Code, all of the provisions of Part 1 (commencing at Section 6001) of Division 2 of the California

Revenue and Taxation Code are hereby adopted and made a part of this Ordinance as though fully set forth herein.

2.08.250 LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES

The following requirements shall be followed in applying the provisions of Part 1 of Division 2 of the California Revenue and Taxation Code to this Ordinance:

A. Wherever the State of California is named or referred to as the taxing agency, the name of this County shall be substituted therefor. However, said substitution shall not be made when:

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, State Board of Control, State Board of Equalization, State Treasury or the Constitution of the State of California.
2. The result of that substitution would require action to be taken by or against this County or any agency, officer or employee thereof, rather than by or against the State Board of Equalization, in performing functions incident to the administration or operation of this Ordinance.
3. In those sections, including but not limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:
 - (a) Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property that would not otherwise be exempt from this tax, while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or
 - (b) Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property that would not be subject to tax by the State of California under the said provision of that Code.
4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the California Revenue and Taxation Code.

B. The word "County" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203 of the California Revenue and Taxation Code.

2.08.251 PERMIT NOT REQUIRED

If a seller's permit has been issued to a retailer under Section 6067 of the California Revenue and Taxation Code, an additional transactor's permit shall not be required by this Ordinance.

2.08.252 EXEMPTIONS AND EXCLUSIONS

A. In addition to any other exemption or exclusion required by law there shall be excluded from the measure of the transactions tax and the use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the

amount of any state-administered transactions or use tax.

B. There are exempted from computation of the amount of transactions tax imposed by this Ordinance, gross receipts from:

1. The sale of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the County in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States or any foreign government.
2. The sale of property to be used outside the County which is shipped to a point outside the County pursuant to the contract of sale, by delivery to such point by the retailer or his agent or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the County shall be satisfied:
 - (a) With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the California Vehicle Code, aircraft licensed in compliance with Section 21411 of the California Public Utilities Code and undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9840) of the California Vehicle Code; by a combination of registration to an out-of-County address and a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence.
 - (b) With respect to commercial vehicles, by a combination of registration to a place of business out-of-County and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.
3. The sale of tangible personal property, if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the Operative Date of this Ordinance.
4. The lease of tangible property that constitutes a continuing sale of such property for any period of time for which the lessor is obligated to lease the property for an amount that was fixed by a lease executed prior to the Operative Date of this Ordinance.
5. For the purposes of subsections 3 and 4 of this Paragraph B, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, regardless of whether such right is exercised.

C. There are exempted from computation of the amount of tax imposed by this Ordinance, gross receipts from the following storage, use or other consumption of tangible personal property:

1. Any sale that has been subject to a transactions tax under any state-administered transactions and use tax ordinance.

2. The sale of fuel or petroleum products purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this state, the United States or any foreign government. This exemption is in addition to the exemption set forth in Sections 6366 and 6366.1 of the California Revenue and Taxation Code.
3. If the purchaser is obligated to purchase the property for a fixed price pursuant to a contract that was entered into prior to the Operative Date of this Ordinance.
4. If the possession of or the exercise of any right or power over the tangible personal property shall arise under a lease that constitutes a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease that was executed prior to the Operative Date of this Ordinance.
5. For the purposes of subsections 3 and 4 of this Paragraph C, the storage, use, or other consumption or the possession of or exercise of any right or power over tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, regardless of whether such right is exercised.
6. Except as provided in subparagraph 7 of this Paragraph C, a retailer engaged in business in Alameda County shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into Alameda County or participates within Alameda County in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in Alameda County or through any representative, agent, canvasser, solicitor, subsidiary of person in Alameda County under the authority of the retailer.
7. "A retailer engaged in business in Alameda County" shall also include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the California Vehicle Code, aircraft licensed in compliance with Section 21411 of the California Public Utilities Code and undocumented vessels registered under Chapter 2 of Division 3.5 (commencing with Section 9840) of the California Vehicle Code. The retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle or aircraft at an address in Alameda County.

D. Any person subject to use tax under this Ordinance may credit the amount of such tax against any transactions tax paid to a county or district imposing or a retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the California Revenue and Taxation Code with respect to

the sale of property or the storage, use or other consumption of which is subject to the use tax.

2.08.253 AMENDMENT OF STATE LAW

After the Operative Date of this Ordinance, any amendments to Part 1 of Division 2 of the California Revenue and Taxation Code relating to sales and use taxes that are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the California Revenue and Taxation Code and any amendments to Part 1.6 and Part 1.7 of Division 2 of the California Revenue and Taxation Code, shall automatically become a part of this Ordinance; provided, however, that no such amendment shall operate so as to affect the rate of tax imposed by this Ordinance.

2.08.254 ENJOINING OF COLLECTION FORBIDDEN

No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action or proceeding in any court against the State or the County, or against any officer of the State or the County, to prevent or enjoin the collection under this Ordinance or Part 1.6 of Division 2 of the California Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

2.08.255 SEVERABILITY

If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the Ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

2.08.256 SAVINGS CLAUSE

This Ordinance shall not be interpreted in any manner that conflicts with the laws or constitutions of the United States or the State of California.

2.08.257 TERMINATION OF TRANSACTIONS AND USE TAX

This Ordinance shall remain in effect only until June 30, 2019, and as of that date it shall be repealed by operation of this Paragraph 2.08.257 unless a later ordinance is adopted prior to June 30, 2019 that shall have the effect of deleting or extending the termination date set forth herein.

SECTION II

This Ordinance shall become operative only if a two-thirds (2/3) majority of the voters voting on the measure at an election to be called for such purpose vote to approve the Ordinance.

Introduced at a regular meeting of the Board of Supervisors of the County of Alameda held on the 25th day of November, 2003, and passed and adopted by the Board of Supervisors of the County of Alameda, State of California on the 2nd day of December, 2003, by the following called vote:

AYES: Supervisors: Carson, Haggerty, Lai-
Bitker, Miley & President Steele - 5

NOES: None

EXCUSED: None

Approved as to form:

s/RICHARD E. WINNIE
County Counsel



Alameda County Fact Sheet

Essential Health Care Services Tax Initiative - Measure A

Purpose of the Initiative

The initiative is intended to provide additional support for emergency medical, hospital, inpatient, outpatient, public health, mental health and substance abuse services to indigent, low-income and uninsured adults, children, families, seniors and other residents of Alameda County.

General Provisions of the Initiative & Use of Revenue

- This initiative would add one half of one percent (0.5%) to the County's present sales tax for personal property sold in the cities and unincorporated areas of Alameda County. As a result, an estimated \$90 million would be generated annually.
- Seventy-five percent (75%) of the revenues collected would be dedicated exclusively to the Alameda County Medical Center, which includes Highland Hospital, its emergency services and on-site clinics; Fairmont Hospital and the Skilled Nursing Facility; the John George Psychiatric facility; and outpatient clinics in Oakland, Newark and Hayward.
- The other twenty-five percent (25%) of the funds collected would be distributed using a needs assessment and geographic equity criteria. Monies would be allocated among health care institutions, including hospitals, clinics and community-based health care organizations to pay for medical, mental health and substance abuse services and uncompensated emergency care at hospitals throughout the County.
- A Citizens Oversight Committee would be appointed by the Board of Supervisors. The Committee would monitor how revenue from the tax is spent to ensure compliance with the voter-approved Initiative. The Committee would report its findings to the Board.
- If approved by the voters, the new tax would become effective July 1, 2004 and "sunset" (or end) on June 30, 2019.

Initiative on March 2, 2004 Ballot

The Board of Supervisors has voted to place this initiative on the March 2, 2004 ballot of the California State Primary Election. Because the Essential Health Care Services Tax would be used for dedicated purposes, a two-thirds vote is required for passage.

County of Alameda
Essential Health Care Services Initiative
Frequently Asked Questions

What is the Essential Health Care Tax Initiative?

Alameda County's Measure A is an Initiative that proposes to provide additional support for emergency medical, hospital, inpatient, outpatient, public health, mental health and substance abuse services to indigent, low-income and uninsured adults, children, families, seniors and other residents of Alameda County. If approved, the Initiative would add one half of one percent (0.5%) to the County's present sales tax.

How much money will the Initiative raise annually?

An estimated \$90 million dollars.

Who will pay the tax?

This is a half percent tax on sales, paid at the time of purchase of a taxable item.

How much of the revenue will be spent to support the Alameda County Medical Center?

Seventy-five percent (75%) will be designated to support the services of the Alameda County Medical Center.

How will the remainder of the revenue be spent?

The other twenty-five percent (25%) of the funds collected would be distributed using a needs assessment and geographic equity criteria. Monies would be allocated among hospitals, clinics and community-based health care organizations to pay for medical, mental health, substance abuse services and uncompensated emergency care at hospitals throughout the County.

When will collection of the tax begin? What is the "sunset" provision?

If approved by the voters, collection of the tax will begin on July 1, 2004 and end or "sunset" on June 30, 2019.

Will the community help oversee how tax monies are spent?

Yes; the Board of Supervisors will appoint a Citizens Oversight Committee. The Committee will monitor how revenue from the tax is spent, to be sure it complies with the voter-approved Initiative. The Committee will report its findings to the Board.

When will the public get a chance to vote on the Initiative?

During the California State Primary Election ballot on Tuesday, March 2, 2004.

Can a simple majority of voters pass the measure or will it take a two-thirds majority?

Because the revenues from the tax will have designated purposes, the Initiative will need a two-thirds majority vote for approval.

Where can I find more information?

You may contact the office of Alameda County Board of Supervisors President Gail Steele at (510) 272-6692.

-over-

The Alameda County Medical Center

What is the Alameda County Medical Center?

The Alameda County Medical Center (ACMC) provides inpatient and outpatient care for residents throughout the County. It includes Highland Hospital and its trauma center and clinics; Fairmont Hospital and the Skilled Nursing Facility located there; the John George Psychiatric Pavilion; and freestanding outpatient clinics located in Oakland, Hayward and Newark.

What services does the Medical Center provide?

ACMC provides more than 40 different primary and medical specialty services. These include, among others, an emergency trauma center (at Highland) where anyone in a car accident or who is a victim of a violent crime might be sent; inpatient medical/surgical care; psychiatric services; dental and optometry care; and long-term care at Fairmont's Skilled Nursing Facility. Additionally, Highland Hospital is a nationally recognized teaching and training facility with accredited programs in emergency medicine; surgery; internal medicine; primary care and oral and maxillofacial surgery. **From January through November 2003 the Medical Center provided over 48,000 patient bed days; handled more than 30,000 emergency medical cases; and took care of more than 115,000 patient visits to its clinics.**

How is the Medical Center funded?

ACMC's revenue is derived from various federal and State insurance programs (Medi-Cal, Medicare) for patients who qualify and from patients with private insurance. Additionally, the County contracts with the Medical Center for the treatment of all who qualify for the County Medical Services Program (CMSP) and indigent patient services. The County also contracts with the Medical Center for the provision of other services, such as care for certain patients at the Skilled Nursing Facility, the John George Psychiatric Pavilion and the Highland trauma center; and for juvenile justice medical programs.

What is the Medical Center's deficit for the 2003-04 fiscal year?

An estimated \$71.6 million.

What caused the Medical Center's deficit?

Like public hospital systems across the State and the nation, the ACMC is faced with shrinking federal and State support; a higher number of uninsured or under-insured patients; and a higher cost of doing business. **The Medical Center provides 80% of the hospital-based uncompensated care in the County, including services to those who are employed but uninsured. County data shows that at any given time, 12% to 16% of the County's residents are uninsured.**

What's being done to address the deficit?

ACMC's Board of Trustees and its management staff have proposed numerous cost-cutting and revenue enhancement strategies. A number of these are labor negotiation items; all proposals are currently under consideration.

What kind of financial support does the County provide for the Medical Center?

The County has spent more than \$308 million to support the Medical Center over the last five years. That amount includes capital projects; \$150 million in loans to support day-to-day operations; and \$6.5 million to support the Skilled Nursing Facility. Additionally, this fiscal year the County will spend more than \$102 million for contracted services at the Medical Center. The County's own austere budget does not, however, have sufficient funds available to continuously cover the Medical Center's growing deficit. Any attempt to address the deficit would necessitate significant cuts in other County programs.

**MEASURE B: COMMUNITY COLLEGE
JOB TRAINING, REPAIR/SAFETY MEASURE**

CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOND MEASURE B

B MEASURE B: Community College Job Training, Repair/Safety Measure: To prepare students for

BONDS YES

BONDS NO

jobs/four-year colleges, improve safety, accommodate increasing enrollment at Chabot and Las Positas Colleges by: • Repairing leaky roofs; • Upgrading fire safety, campus security, plumbing/ventilation systems and electrical wiring for computer technology; • Removing asbestos; • Upgrading nursing/paramedics/job training classrooms; • Repairing, constructing, acquiring, equipping classrooms, labs, sites and facilities; shall Chabot-Las Positas Community College District issue \$498,000,000 in bonds, at legal rates, with guaranteed **annual audits, citizen oversight**, and no money for administrators' salaries?

COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF MEASURE B

IMPARTIAL ANALYSIS BY THE ALAMEDA COUNTY COUNSEL OF THE CHABOT-LAS POSITAS COMMUNITY COLLEGE DISTRICT BOND MEASURE

Measure B, a Chabot-Las Positas Community College District (the "District") bond measure, seeks voter approval to authorize the District to issue and sell general obligation bonds over time at an aggregate principal amount not to exceed Four Hundred Ninety-Eight Million Dollars (\$498,000,000). If the bonds are authorized and sold, the principal and the interest will be payable from the proceeds of tax levies made upon the taxable property in the District.

The purpose of the bonds is to finance the District projects and improvements at Chabot and Las Positas Colleges, as set forth in the ballot measure, to: repair leaky roofs; upgrade fire safety, campus security, plumbing/ventilation systems and electrical wiring for computer technology; remove asbestos; upgrade nursing/paramedics/job training classrooms; and repair, construct, acquire, and equip classrooms, labs, site and facilities.

Section 1(b) of Article XIII A of the California Constitution provides an exception to the one percent property tax limit by allowing special districts to increase the property tax rate above one percent to pay off bonded indebtedness only for the purchase or improvement of real property. Education Code 15274 provides that at least 55% of qualified electors who vote on the measure must vote "yes" in order for the measure to be approved.

If the measure is approved, Education Code sections 15272 and 15278-15282 require the District to appoint a citizens' oversight committee and conduct an annual, independent performance audit to ensure the bond moneys are expended on school and classroom improvements and for no other purpose. The citizens' oversight committee is charged with ensuring that, as prohibited by Article XIII A, Section 1(b)(3)(A), of the California Constitution, no funds are used for any teacher or administrative salaries or other school operating expenses.

Approval of this measure would authorize the District to levy an ad valorem tax on the assessed value of real property within the District by an amount needed to pay the principal and interest on these bonds. The estimate of the tax rate required to be levied to fund the bonds in each year throughout the term of authorization would be \$19.88 per \$100,000 dollars of assessed valuation, as set forth more fully in the measure's Tax Rate Statement in this Voter Pamphlet. The Tax Rate Statement for Measure B in this voter pamphlet reflects the District's best estimates, based upon currently available data and projections, of the property tax rates required to service the bonds in the first year in which taxes are expected to be levied to pay debt service on the bonds, the year in which the tax is expected to be highest, and the year following the last expected issuance of bonds, all as required by statute.

If 55% of the qualified electors voting on this measure do not vote for approval, the measure will fail and the District would not be authorized to issue the bonds to fund projects and improvements.

s/RICHARD E. WINNIE
County Counsel of Alameda County

TAX RATE STATEMENT FOR MEASURE B
TAX RATE STATEMENT REGARDING
PROPOSED \$498,000,000 CHABOT-LAS POSITAS
COMMUNITY COLLEGE DISTRICT
GENERAL OBLIGATION BONDS

An election will be held in Chabot-Las Positas Community College District (the "District") on March 2, 2004, for the purpose of submitting to the electors of the District the question of incurring a bonded indebtedness of the District in a principal amount of \$498 million. If such bonds are authorized and sold, the principal thereof and interest thereon will be payable from the proceeds of tax levies made upon the taxable property in the District. The following information regarding tax rates is given to comply with Section 9401 of the California Elections Code. Such information is based upon the best estimates and projections presently available from official sources, upon experience within the District, and other demonstrable factors.

Based upon the foregoing and projections of the District's assessed valuation, and assuming the entire debt service will be paid through property taxation:

1. The best estimate of the tax which would be required to be levied to fund the bond issue during the first fiscal year after the sale of the first series of bonds based on estimated assessed valuations available at the time of filing of this statement is \$19.88 per \$100,000 of assessed valuation for the year 2004-05.

2. The best estimate from official sources of the tax rate which would be required to be levied to fund the bond issue during the first fiscal year after the last sale of the bonds and an estimate of the year in which that rate will apply based on estimated assessed valuations available at the time of filing of this statement, is \$19.88 per \$100,000 of assessed valuation for the year 2012-13.

3. The best estimate of the highest tax rate which would be required to be levied to fund the bond issue and an estimate of the year in which that rate will apply, based on estimated assessed valuation available at the time of filing of this statement is \$19.88 per \$100,000 of assessed valuation for the year 2012-13.

Attention to all voters is directed to the fact that the foregoing information is based upon projections and estimates only. The actual times of sales of said bonds and the amount sold at any given time will be governed by the needs of the District and other factors. The actual interest rates at which the bonds will be sold, which in any event will not exceed the maximum permitted by law, will depend upon the bond market at the time of sales. The actual assessed values in the future years will depend upon the value of property within the District as determined in the assessment and the equalization process. Hence, the actual tax rates and the years in which such rates are applicable may vary from those presently estimated as above stated.

s/SUSAN A. COTA
Chancellor
Chabot-Las Positas Community College District

ARGUMENT IN FAVOR OF MEASURE B

Measure B will strengthen and modernize job and career training program facilities at Chabot and Las Positas Community Colleges, allowing the District to provide students with access to the quality higher education they need to succeed.

Chabot College is nearly 40-years-old and serves over 12,000 students each semester. Like any institution its age, Chabot College is in dire need of major safety repairs and renovations.

Measure B will update and expand job training classrooms, modernize labs used for training nurses, repair leaky roofs and decaying walls and remove unsafe asbestos throughout Chabot College.

Measure B will strengthen Chabot College's two primary missions: training local students to start their careers and giving them access to the higher education they need to transfer to a four-year university.

Las Positas College is seriously overcrowded. The campus must be modernized and expanded in order to meet student demand for higher education in the Tri-Valley area.

Measure B will allow Las Positas College to construct a new science and technology building, a child development lab, and new classroom buildings, giving it the new classrooms and labs the students desperately need.

Measure B will also allow Las Positas College to provide even greater career training to students in the areas of accounting information systems, computer programming and science technology.

There are taxpayer safeguards in Measure B. An independent Citizens Oversight Committee will conduct annual audits to ensure Measure B bond funds are used appropriately, and by law, not one penny of Measure B funds will be used for salaries or administration.

Please join local nurses, firefighters, police officers, students, faculty, business owners, retirees and community leaders in voting Yes on Measure B.

s/ELLEN M. CORBETT

California State Assemblymember

s/JOHN DAVINO

High School Principal

s/CHARLES C. PLUMMER

Alameda County Sheriff

s/JAMES P. HANSON

Certified Public Accountant

s/SCOTT HAGGERTY

Alameda County Supervisor

**NO ARGUMENT AGAINST MEASURE B
WAS SUBMITTED.**

FULL TEXT OF BOND MEASURE B

The following is the full proposition presented to the voters of the Chabot-Las Positas Community College District.

Community College Job Training, Repair/Safety Measure: "To prepare students for jobs/four-year colleges, improve safety, accommodate increasing enrollment at Chabot and Las Positas Colleges by:

- Repairing leaky roofs;
- Upgrading fire safety, campus security, plumbing/ventilation systems and electrical wiring for computer technology;
- Removing asbestos;
- Upgrading nursing/paramedics/job training classrooms;
- Repairing, constructing, acquiring, equipping classrooms, labs, sites and facilities;

shall Chabot-Las Positas Community College District issue \$498,000,000 in bonds, at legal rates, with guaranteed annual audits, citizen oversight, and no money for administrators' salaries?"

Bonds - Yes

Bonds - No

PROJECTS

The Board of Trustees of the Chabot-Las Positas Community College District, to be responsive to the needs of students and the community, evaluated the District's urgent and critical facility needs, including safety issues, enrollment growth, energy cost reduction and information and computer technology, in developing the scope of projects to be funded, as outlined in both the Las Positas College Facilities Plan of September 2003, and the Chabot College Facilities Planning & Management Report (together the "Facilities Master Plan"), accepted by the Board of Trustees, incorporated herein, and as shall be further amended from time to time. In developing the scope of projects the faculty, staff and students have prioritized the key health and safety needs so the most critical needs and the most urgent and basic repairs that will make the colleges clean and safe for learning are addressed. The Board conducted independent facilities evaluations and received public input and review in developing the scope of college facility projects to be funded, as listed in the Facilities Master Plan. This input of faculty, community and business leaders concluded that if these needs were not addressed now, the problems would only get worse. **In preparing the Facilities Master Plan the Board of Trustees made eight important determinations:**

- (i) In tough economic times community colleges, including Chabot and Las Positas Colleges, are critically important to re-train people who want to expand their job skills, particularly paramedics, nurses and police who play a critical role in responding to emergencies;
- (ii) Statewide budget cuts are damaging Chabot and Las Positas Colleges' ability to provide a high-quality education for local students;
- (iii) Chabot College and Las Positas College must provide facilities and classes for academic pro-

grams for students who want to transfer to four-year colleges;

- (iv) Chabot College and Las Positas College must provide valuable programs such as Senior Citizen courses and lifelong learning;
- (v) Chabot College and Las Positas College must upgrade and expand job training classrooms to meet the demands of a changing workforce;
- (vi) Chabot College and Las Positas College must help provide a better-educated workforce which will benefit local businesses and stimulate our economy through new classrooms, computer labs and expand job training programs;
- (vii) It would be less expensive to upgrade and repair aging community college buildings and classrooms now, than in the future; and
- (viii) Completing Las Positas College is needed due to the rapid growth of the Tri-Valley Area which has resulted in thousands of new students entering college each year.

The Facilities Master Plan is on file at the District's Office of the Chancellor, and includes the following projects:

CHABOT COLLEGE

- **Repair, Acquire, Upgrade, Equip, and/or Replace Obsolete Classrooms, Science and Computer Labs, Instructional Facilities, Sites and Utilities; Meet Demands of Changing Workforce:**

Repair, upgrade and/or replace leaky roofs, decaying walls, old ceiling tiles and flooring, plumbing, sewer, drainage, electrical systems, wiring, unsanitary and run down bathrooms, heating, ventilation and cooling systems, telecommunication systems, bleachers, classrooms, fields and grounds, science laboratories, lecture halls, other instructional facilities and campus expansion including property; wire classrooms for computers and technology, increase safety, increase energy efficiency, acquire equipment, reduce fire hazards, reduce operating costs so more classes and job training can be offered, improve academic instruction, and meet legal requirements for disabled access.

- **Improve Emergency Access and Evacuation Routes:**

To improve student safety, redesign campus road network to eliminate unsafe conditions, reduce gridlock, improve pedestrian safety and increase access for emergency vehicles; add parking to accommodate increasing student population.

- **Expand Classroom and Facility Capacity, Upgrade Classrooms/Labs For Nursing and Emergency Medical Services:**

Increase classroom and facility capacity for academic and job training classes, including math, nursing and medical training, science labs, child development, dental health, physical and health education facilities, graphic, fine and performing arts; consolidate the library, research rooms, computer labs, distance learning into one resource center; central services; construct "smart classrooms" for enhanced distance learning.

- **Upgrade, Repair, Equip, Construct and/or Expand Student Services and Technology/Vocational Buildings:**

Renovate, repair, equip, and construct and/or expand student services buildings to include academic advisement centers, job and college-transfer counseling areas, lecture/meeting/seminar rooms, computer hook-up and study areas, and other student support; classrooms and space dedicated to technology and engineering vocational training.

- **Refinance Existing Lease Obligations related to Classrooms and Facilities:**

This refinancing will lower interest rates will save district expenses and increase funds available for instruction.

- **Repair, Replace and Upgrade Electrical and Mechanical Systems to Reduce Energy Consumption and Utility Bills and Accommodate Computer Technology, Internet Access and Communications Systems.**

- **Expand a Campus Police and Security Building.**

- **Safety Improvements; Asbestos Removal; Earthquake Safety Repair:**

Remove all harmful asbestos; upgrade existing fire alarms, sprinklers, smoke detectors, intercoms and fire doors; install security systems, exterior lighting, emergency lighting, door locks and fences, repair uneven sidewalk and walkways. Establish areas that can serve as community emergency relief sites in time of disaster.

- **Technology Upgrades:**

Upgrade Internet access and cable technology; create "smart classrooms" to improve distance learning; upgrade telecommunication systems; campus-wide technology upgrades, computers; replace outdated equipment.

LAS POSITAS COLLEGE – SERVING THE TRI-VALLEY AREA

- **Repair, Upgrade, Equip, and/or Replace Obsolete Classrooms, Science and Computer Labs, Instructional Facilities, Sites and Utilities; Meet Demands of Changing Workforce:**

Repair, upgrade and/or replace leaky roofs, decaying walls, old ceiling tiles and flooring, plumbing, sewer, drainage, electrical systems, wiring, unsanitary and run down bathrooms, heating, ventilation and cooling systems, telecommunication systems, bleachers, classrooms, fields and grounds, science laboratories, lecture halls, and other instructional facilities; wire classrooms for computers and technology, increase safety, increase energy efficiency, acquire equipment, reduce fire hazards, reduce operating costs so more classes and job training can be offered, improve academic instruction, and meet legal requirements for disabled access.

- **Improve Emergency Access and Evacuation Routes:**

To improve student safety, redesign campus road network to eliminate unsafe conditions, reduce gridlock,

improve pedestrian safety and increase access for emergency vehicles; add parking to accommodate increasing student population.

- **Safety Improvements; Asbestos Removal; Earthquake Safety Repair:**

Remove all harmful asbestos; upgrade existing fire alarms, sprinklers, smoke detectors, intercoms and fire doors; install security systems, exterior lighting, emergency lighting, door locks and fences, repair uneven sidewalk and walkways. Establish areas that can serve as community emergency relief sites in time of disaster.

- **Technology Upgrades:**

Upgrade Internet access and cable technology; create "smart classrooms" to improve distance learning; upgrade telecommunication systems; campus-wide technology upgrades, computers; replace outdated equipment.

- **Expand Classroom and Facility Capacity, Upgrade Classrooms/Labs For Science and Emergency Medical Services:**

To accommodate growing enrollment, increase classroom capacity for academic and job training classes, including math, pre-nursing and medical training, science labs, child development, fire service technology, physical and health education facilities, fine and performing arts, pool, classrooms and labs; consolidate the library, research rooms, computer labs, distance learning into one resource center; central services; library/learning resource center; relocate maintenance buildings to free up needed classroom space.

- **Complete Construction of the Science and Technology Building To Include More Classrooms and Labs.**

- **Upgrade, Repair, Equip, Construct and/or Expand Student Services:**

Renovate, repair, equip, and construct and/or expand student services buildings to include academic advisement centers, job and college-transfer counseling areas, lecture/meeting/seminar rooms, computer hook-up and study areas, and other student support.

- **Repair, Replace and Upgrade Electrical and Mechanical Systems to Reduce Energy Consumption and Utility Bills and Accommodate Computer Technology, Internet Access and Communications Systems.**

- **Construct Information Technology Building.**

- **Site, Accessibility:**

Upgrade physical plant and maintenance yard to support growing campus; improve pedestrian access routes.

Listed building, repair, and rehabilitation projects and upgrades will be completed as needed. Each project is assumed to include its share of furniture, equipment, architectural, engineering, and similar planning costs, construction management, and a customary contingency for unforeseen design and construction costs. The allocation of bond proceeds will be affected by the District's receipt of State bond funds and the final costs of each project. The

budget for each project is an estimate and may be affected by factors beyond the District's control. The final cost of each project will be determined as plans are finalized, construction bids are awarded, and projects are completed.

The bond program is designed to provide facilities which will serve current and expected enrollment. In the event of an unexpected slowdown in development or enrollment of students at Chabot College and Las Positas College, certain of the projects described above will be delayed or may not be completed. In such case, bond money will be spent on only the most essential of the projects listed above. The District will work with the Citizens' Oversight Committee on prioritizing those projects in the event factors beyond the District's control require that projects be reconsidered.

FISCAL ACCOUNTABILITY. THE EXPENDITURE OF BOND MONEY ON THESE PROJECTS IS SUBJECT TO STRINGENT FINANCIAL ACCOUNTABILITY REQUIREMENTS. BY LAW, PERFORMANCE AND FINANCIAL AUDITS WILL BE PERFORMED ANNUALLY, AND ALL BOND EXPENDITURES WILL BE MONITORED BY AN INDEPENDENT CITIZENS' OVERSIGHT COMMITTEE TO ENSURE THAT FUNDS ARE SPENT AS PROMISED AND SPECIFIED. THE CITIZENS' OVERSIGHT COMMITTEE MUST INCLUDE, AMONG OTHERS, REPRESENTATION OF A BONA FIDE TAXPAYERS ASSOCIATION, A BUSINESS ORGANIZATION AND A SENIOR CITIZENS ORGANIZATION. NO DISTRICT EMPLOYEES OR VENDORS ARE ALLOWED TO SERVE ON THE CITIZENS' OVERSIGHT COMMITTEE.

NO ADMINISTRATOR SALARIES. PROCEEDS FROM THE SALE OF THE BONDS AUTHORIZED BY THIS PROPOSITION SHALL BE USED ONLY FOR THE ACQUISITION, CONSTRUCTION, RECONSTRUCTION, REHABILITATION, OR REPLACEMENT OF COLLEGE FACILITIES, INCLUDING THE FURNISHING AND EQUIPPING OF COLLEGE FACILITIES, AND NOT FOR ANY OTHER PURPOSE, INCLUDING TEACHER AND ADMINISTRATOR SALARIES AND OTHER OPERATING EXPENSES. BY LAW, ALL FUNDS CAN ONLY BE SPENT ON REPAIR AND IMPROVEMENT PROJECTS.

**REGIONAL MEASURE 2:
REGIONAL TRAFFIC RELIEF PLAN**

COUNTY OF ALAMEDA REGIONAL MEASURE 2

2 **MEASURE 2:** Shall voters authorize a Regional Traffic Relief Plan that does the following: (1) Directs revenues generated through the collection of bridge tolls to provide the following projects: (A) Expand and extend BART. (B) New transbay commuter rail crossing south of the San Francisco-Oakland Bay Bridge. (C) Comprehensive Regional Express bus network. (D) New expanded ferry service. (E) Better connections between BART, buses, ferries, and rail. (2) Approves a one dollar (\$1) toll increase effective July 1, 2004, on all toll bridges in the bay area, except the Golden Gate Bridge?

YES

NO

COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF REGIONAL MEASURE 2

ANALYSIS BY COUNTY COUNSEL OF THE REGIONAL TRAFFIC RELIEF PLAN

This regional measure submits to the voters of seven Bay Area counties (Alameda, Contra Costa, Marin, San Mateo, Santa Clara and Solano counties and the City and County of San Francisco) the question of whether to finance certain transportation projects in the region through a one dollar (\$1) increase in the toll rate on each of the seven State-owned bridges in the Bay Area, beginning on July 1, 2004. Section 30921 was added to the California Streets and Highways Code in October 2003. It provides that revenue derived from this bridge toll increase shall be used to finance capital outlays for construction improvements, the acquisition of transit vehicles, transit operating assistance and other improvement projects in accordance with a regional transportation plan administered by the Metropolitan Transportation Commission in its capacity as the Bay Area Toll Authority.

If a majority of voters who vote on this measure in these seven counties approve this measure, the toll will be increased by one dollar on the following bridges: the San Francisco-Oakland Bay Bridge, the San Mateo-Hayward Bridge, the Dumbarton Bridge, the Carquinez Bridge, the Benicia-Martinez Bridge, the Richmond-San Rafael Bridge and the Antioch Bridge. This toll increase will not apply to the Golden Gate Bridge since it is operated by a special district.

In addition to authorizing the bridge toll increase, this measure would also authorize a "Regional Traffic Relief Plan" (the "Plan") which is described more fully in this Voter Pamphlet. The Plan sets forth the proposed uses of funds derived from this bridge toll increase and the method of administering these funds. It is proposed that funds derived from this bridge toll increase would be used to: implement new transit options, including expansion of Bay Area Rapid Transit (BART) service and other rail, bus and ferry systems; provide for highway improvements at locations that are presently constricted; and to improve connections between existing transit systems, such as BART and other rail and bus networks. The plan also requires studies to be conducted by the Metropolitan Transportation Commission to ensure better connectivity between transit systems, and to

develop an integrated transit fare program and a regional rail plan. It is estimated that this measure would generate more than \$125 million per year for transportation projects.

The Plan identifies the following specific projects in Alameda County that would be eligible for funding from revenues derived from this measure:

- \$143 million for BART transbay tube seismic strengthening;
- \$135 million for a Dumbarton Bridge rail service connecting the Union City and Millbrae BART stations;
- \$125 million for a BART extension to Warm Springs and to the Oakland International Airport;
- \$84 million for ferry service direct to San Francisco from East Bay, North Bay and Peninsula locations;
- \$65 million for an AC Transit enhanced bus route along the International Blvd./Telegraph Ave. corridor;
- \$65 million for rail service or car pool lane improvements along the Interstate-580 corridor;
- \$22 million for new express bus service serving the San Francisco-Oakland Bay Bridge, Dumbarton Bridge and San Mateo-Hayward Bridge; and
- \$10 million to modernize selected on- and off-ramps along I-880 between 29th Avenue and 16th Avenue in Oakland and to add noise barriers in selected locations.

If a majority of the voters in the seven affected counties do not approve this regional measure, the toll increase on the bridges would not go into effect at this time and the transportation projects would not receive the funding described above.

s/RICHARD E. WINNIE
County Counsel

ARGUMENT IN FAVOR OF REGIONAL MEASURE 2

Bay Area traffic congestion is projected to increase by 250% over the next 20 years, threatening our quality of life, our economy and our environment.

That's why a broad coalition of transportation planners, commuters and local officials devised Regional Measure 2.

Measure 2 creates seamless and convenient connections between transit providers.

Measure 2 requires all transit operators to coordinate schedules for times, seamless and convenient connections with the use of one TransLink® universal ticket. Measure 2 will fund new terminals, infrastructures and routes to make it more convenient to connect to BART, commuter rail, bus and ferry services.

Measure 2 reduces traffic congestion by providing commuters with more alternatives to driving.

Measure 2 puts a 50% down payment for the BART transbay seismic safety retrofitting, expands the regional express bus network, expands ferry service to new locations, opens new BART stations and expands commuter rail service.

Measure 2 extends BART and connects commuter rail services all the way around the bay.

Measure 2 will add seats on BART trains, provide more frequent BART service during the busiest commute hours and connect BART to the Oakland Airport. New commuter rail service will connect the South Bay to BART, providing BART and commuter rail service all the way around the bay.

Measure 2 funds projects that will reduce traffic congestion in Alameda County:

- Improves connections between BART, buses, ferries and rail, and helps create a new TransLink® universal monthly ticket for transit riders to access all major transit systems.
- Helps bring BART to South Fremont and Santa Clara County.
- Strengthens the BART transbay tube to make it earthquake safe.
- Connects BART to the Oakland Airport.
- Funds bicycle and pedestrian safety projects.

On March 2, join us in voting Yes on Measure 2. For more, visit www.Measure2.org.

s/DON PERATA, State Senator

s/SCOTT HAGGERTY, Alameda County Supervisor

s/JERRY BROWN, Mayor of Oakland

s/KENNETH H. RYAN, Sierra Club,
Transportation Issue Chair

s/EVA ALEXIS, President

League of Women Voters of the Bay Area

REBUTTAL TO ARGUMENT IN FAVOR OF REGIONAL MEASURE 2

Regional Measure 2, promoted as "traffic relief," is **HIGHWAY ROBBERY!** RM2 primarily underwrites extravagant *TRANSIT* projects. Only 11.5% of RM2's billions affects roads and bridges (including diamond lanes and soundwalls).

- RM2 provides **NOTHING** for Alameda County's worst traffic bottlenecks, including the 580/238/880 and 92/880 corridors.
- State Senator Don Perata's RM2, "packed with legislators' pork projects," includes \$630 Million for ferry purchases and operational subsidies—even for San Francisco to South San Francisco ferries! Since 1989, an Alameda developer and ferry operator-promoter "has given more than \$89,000 to Perata" [*San Francisco Chronicle*, 09/09/03].
- Ferries provide only 13,000 passenger trips daily—versus AC Transit's 230,000—and 18,000,000 Bay Area automobile trips. Yet ferries get nearly four times RM2's AC Transit subsidy, and almost twice RM2's highway allocation.
- Public transit is enormously expensive, with little effect on traffic congestion. BART's 1997 Dublin-Pleasanton extension cost \$517 Million *then*. Sales taxes and property taxes provide almost 50% of BART's daily operating expenses *now*.
- Despite billions more in transit subsidies, transit ridership will rise only from 5.6% of Bay Area daily trips to 6.2% by 2025 [MTC, 1990 & 2001].
- BART's \$389 Million RM2 cut includes the \$143 Million Transbay Tube project. But during 1989's Loma Prieta quake, BART engineers reported, Transbay Tube passengers "didn't even sense there had been a major earthquake."

The League of Women Voters, its "impartial" Bay Area Monitor subsidized by several transit-agency RM2 beneficiaries, endorses RM2. We anticipate similarly cozy special-interest RM2 campaign funding.

NO on RM2!

More information: www.ACCTaxpayers.com,
(800) 947-ACCT

s/KENNETH D. STEADMAN

Waste Watchers, Inc., President

s/KENNETH E. HAMBRICK

Alliance of Contra Costa Taxpayers, Chairman

ARGUMENT AGAINST REGIONAL MEASURE 2

Taxes are high enough now to accommodate reasonable needs, including transportation projects. Each year, as is, "Americans spend more money per capita on taxes (\$10,447) than on food (\$2,713), clothing (\$1,436), and shelter (\$5,913) combined" ["Tax Facts," *San Francisco Chronicle*, 03/27/02].

Continuing bridge-toll increases represents another broken promise by the politicians. "When state officials opened the San Francisco-Oakland Bay Bridge in 1936, they promised drivers a free crossing after 20 years, when construction bonds were paid off." ["Bridge Tolls to Double . . . Free Passage Promise Now Long Forgotten," *Alameda Newspaper Group*, 12/26/97].

"[A reckless, last-minute] measure to hike Bay Area bridge tolls by \$1 . . . throws around enough pork to stir up the region's most notorious shark-infested waters. . . ." For example, an Alameda developer and ferry operator who's "contributed hundreds of thousands of dollars to Bay Area politicians" promoted RM2's ferry subsidies. . . . 1998's Bay Area bridge-toll increase from \$1 to \$2 was supposed to be temporary; this new measure would further escalate tolls, and spend the take irresponsibly. ["Bridge Toll Hike Extends Saga of Fishy Funding," *Oakland Tribute*, 09/14/03].

RM2 plays other tricks:

- **RM2's promoters deviously framed this 50% toll hike as a "fee" increase**, so that passage would require only a simple majority. But "fees" should pay for directly-related services – not political favors.
- **For unreimbursed daily bridge commuters, RM2 represents a tax increase of \$200 or more annually.** Despite "social equity" claims by RM2 promoters, RM2 hits low-wage bridge commuters especially hard.
- **Most of any bridge-toll increase should be spent directly on bridge upkeep and the Bay Area's worst traffic bottlenecks.** Instead, from "new environmentally friendly ferries" to "a beautiful new Transbay Terminal in San Francisco," RM2 is largely an expensive grab-bag of special-interest sugarplums.

Please vote NO on RM2!

s/KENNETH D. STEADMAN
Waste Watchers Inc. - President

s/KENNETH E. HAMBRICK
Alliance of Contra Costa Taxpayers, Chairman

REBUTTAL TO ARGUMENT AGAINST REGIONAL MEASURE 2

If the opponents to Measure 2 had their way *nothing* would ever get done—we would have no bridges, no BART, no money for safety or maintenance and certainly no money to invest in traffic congestion relief.

Don't be fooled by their scare tactics! Here are the facts:

A YES vote on Measure 2 will address the Bay Area's worst traffic bottlenecks and improve the quality of the Bay Area's transit systems. That's why commuters support Measure 2 because it improves *alternatives* to driving alone.

A YES vote on Measure 2 raises funds *locally* for *local* projects. It was designed by a coalition of commuters, environmentalists, transportation and planning agencies and will be voted on by the people. The money can ONLY be spent on the projects in the Congestion Relief Plan.

A YES vote on Measure 2 will finally address one of the greatest frustrations in the Bay Area by making all of our transportation and transit systems work better together, improving connections between BART, buses, ferries, and rail. Measure 2 also funds the new Translink® universal ticket, good on all major transit systems.

A YES vote on Measure 2 helps fund:

- BART extension to San Jose
- Seismic strengthening of the BART transbay tube
- BART to Oakland Airport
- Translink®, a universal ticket good on all major transit systems

Please read the plan at: www.Measure2.org

Vote YES for real transportation solutions in the Bay Area!

Vote YES ON Measure 2!

s/JOHN A. DUTRA

Chair, Assembly Transportation Committee

s/STUART COHEN, Executive Director,
Transportation and Land Use Coalition

s/R. ZACHARY WASSERMAN

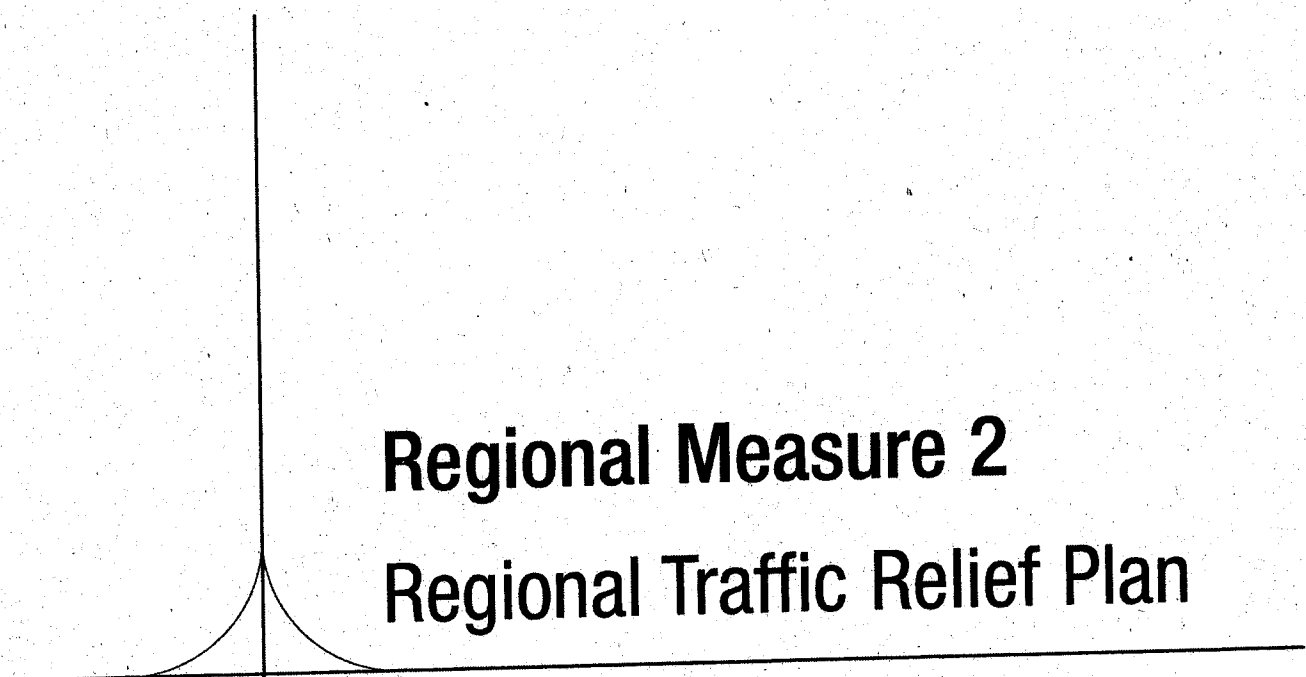
Economic Development Alliance for Business

s/KEITH CARSON

Supervisor, 5th District

s/JUDY GOFF (ROVEDA)

Executive Secretary-Treasurer



Regional Measure 2

Regional Traffic Relief Plan

Subject to approval on March 2, 2004, by the voters of Alameda, Contra Costa, Marin, San Mateo, Santa Clara and Solano counties and the city and county of San Francisco

Prepared by the Metropolitan Transportation Commission pursuant to Chapter 715, Statutes 2003 (SB 916, Perata)

Selected Highlights of the Plan

	Amount (in 2002 \$)
New Mass Transit Options	
BART extension to Warm Springs and to the Oakland International Airport	\$125 million
BART connection to East Contra Costa County	\$96 million
Dumbarton bridge rail service connecting Union City and Millbrae BART stations	\$135 million
Sonoma-Marín commuter rail extension to Larkspur/San Quentin	\$35 million
Comprehensive regional express bus network, including expanded service, new buses, and new park-and-ride facilities	\$171 million
Ferry service direct to San Francisco from multiple East Bay, North Bay and Peninsula locations	\$84 million
Traffic Bottleneck Relief	
Improvements to the Interstate 80/Interstate 680 (Cordelia) interchange in Solano County	\$100 million
A new fourth bore to relieve congestion at the Caldecott Tunnel	\$51 million
Eastbound Interstate 80 carpool-lane gap closure at Carquinez Bridge	\$50 million
U.S. 101 interchange improvements at Greenbrae	\$65 million
Seamless and Safe Transit Connections	
BART transbay tube seismic strengthening	\$143 million
New Transbay Terminal in San Francisco, linking regional bus service with BART, Muni and future Caltrain and high-speed rail	\$150 million
Implement a universal transit fare payment card (TransLink®)	\$42 million
Real-time transit information	\$20 million
Better access to mass transit for pedestrians and bicyclists	\$22 million
Vallejo intermodal terminal, linking express bus and high-speed ferry service	\$28 million

RM 2 invests in mass transit options that have a demonstrated ability to attract new riders

RM 2 addresses some of the region's most critical highway bottlenecks

RM 2 makes mass transit more convenient

**Person trips across
Bay Area toll bridge
corridors are
projected to rise
49 percent by 2025**

**RM 2 has three
primary goals:**

- New transit options
- Traffic bottleneck relief
- Seamless and safe transit connections

Executive Summary

The Bay Area's population is expected to grow by approximately 1.5 million residents between now and 2025. To help meet the mobility needs of this burgeoning population, Regional Measure 2 (RM 2) invests in new travel options and increased capacity in the Bay Area's seven state-owned bridge corridors, where trips are projected to rise by almost 50 percent.

If approved on March 2, 2004, by the voters of Alameda, Contra Costa, Marin, San Mateo, Santa Clara and Solano counties and the city and county of San Francisco, RM 2 will implement the Regional Traffic Relief Plan (the Plan) — a balanced set of transportation projects in the bridge corridors that include new mass transit choices and critical highway improvements at key regional bottlenecks. The Plan is designed to meld the region's bus, rail and ferry systems into one seamless regional mass transit network.

The Regional Traffic Relief Plan

- Invests substantially in commuter rail, including new BART service in Contra Costa and Alameda counties and BART seismic improvements, as well as new rail service over a rehabilitated Dumbarton rail bridge — connecting the BART, Caltrain, Capitol Corridor (Amtrak) and Altamont Commuter Express (ACE) rail networks — and new commuter rail in Sonoma and Marin counties.
- Funds several important highway projects, including improvements to the Interstate 80/Interstate 680 interchange —also known as the Cordelia junction — and a fourth bore for the Caldecott Tunnel, allowing for four lanes of traffic in each direction at all times of the day.
- Funds new express bus and ferry service. This includes new and more frequent bus service across the bridges, new park-and-ride lots, and carpool-lane gap closures. The ferry system envisioned by the Plan includes new service to San Francisco from several East Bay locations, more frequent service from Vallejo, as well as service connecting downtown San Francisco to South San Francisco.
- Makes mass transit more convenient by underwriting a “universal” fare card called TransLink®, which allows riders to use a single “smart” card to pay their fare on all Bay Area transit systems. The Plan improves access to transit by expanding parking at key transit stations and investing in real-time information technology at select transit hubs to tell riders when the next bus or train will arrive. It also will build safe bicycle and pedestrian routes to regional transit facilities.
- Provides an infusion of funds to operate commuter rail and express bus and ferry services, recognizing that operating moneys are critical to improving and sustaining transit service. Up to 38 percent of annual revenues produced by RM 2 are dedicated to operating funds.
- Is financed by a \$1 increase in tolls on all Bay Area bridges except the Golden Gate Bridge. The new toll funds will only be spent on transportation improvements in the bridge corridors and may not be used for any other purpose. Annual audits and oversight by the Metropolitan Transportation Commission (MTC) — the nine-county region's transportation planning, financing and coordinating agency — will ensure efficient use and timely expenditure of bridge toll funds.

RM 2 will generate over \$125 million a year for new Bay Area transportation improvements. This investment will leverage additional local, state and federal funds to complete several of the larger capital projects.

Introduction

History of Bridge Tolls

Because of the San Francisco Bay Area's unique topography, bridges serve as essential links in the region's transportation network. They sustain the flow of people and goods and the overall economic health of the region. The tolls charged on the seven state-owned toll bridges — the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Mateo-Hayward and San Francisco-Oakland Bay bridges — are used not only to help keep the bridges in working order but also to make sure that transportation facilities and services in the vicinity of the bridges can accommodate future traffic and population growth.

Of course, bridge tolls have been used to build the bridges themselves — the construction of the San Mateo-Hayward Bridge in 1967 and the Dumbarton Bridge in 1984, for example, was paid for out of tolls collected on the Bay Bridge. Tolls also fund transportation improvements that help reduce congestion in the bridge corridors. Thus, toll revenues helped build the original Bay Area Rapid Transit (BART) transbay tube, and funded BART extensions in the bridge corridors.

Regional Measure 1: First Dollar

In 1988, Bay Area residents voted by a margin of almost 70 percent to standardize all tolls on the region's state-owned bridges at \$1, and to use the new revenues to fund a list of bridge and public transit improvements. (Previously, tolls were set at different rates on each bridge.) The projects listed in the ballot measure — Regional Measure 1 — included a replacement span for the Carquinez Bridge and widening of the San Mateo-Hayward Bridge (both now completed) and construction of the new Benicia-Martinez Bridge and rehabilitation of the Richmond-San Rafael Bridge (both under way). Regional Measure 1 (RM 1) funds are administered by the Bay Area Toll Authority and the Metropolitan Transportation Commission.

RM 1 also provided substantial funding for mass transit expansion, including BART extensions to Pittsburg/Bay Point, Dublin/Pleasanton, and San Francisco International Airport, as well as improvements to Caltrain and the San Francisco Municipal Railway (Muni). All of these transit extensions are now in revenue service.

Seismic Safety: Second Dollar

Bridge tolls also are vital in ensuring the safety of Bay Area bridges in the event of earthquakes. In 1997, the California Legislature added the second dollar to the region's bridge tolls to fund needed seismic retrofit work on five of the Bay Area's seven state-owned toll bridges — the Benicia-Martinez, Carquinez, Richmond-San Rafael, San Francisco-Oakland Bay, and San Mateo-Hayward bridges — with revenues from the second dollar administered by Caltrans. Three of these projects have already been completed, and work is ongoing on the remaining two. The total cost of the toll bridge seismic retrofit program is estimated to be \$5 billion, about half of which is paid for by federal and state funds, with the remainder out of the second dollar of the bridge tolls.

(The Golden Gate Bridge — not owned by the state but operated by a separate entity — has a \$5 toll and is not part of the March 2004 Regional Measure 2 ballot measure. See appendix for a map showing the use of toll funds for each state-owned bridge.)

Bay Area voters raised bridge tolls in 1988 to fund a variety of transportation improvements to both highways and transit

Bridge tolls also are used to fund seismic retrofit improvements to the toll bridges

Development and Oversight of the Regional Traffic Relief Plan/ Regional Measure 2

In 2002, the California Legislature initiated hearings on the subject of Bay Area traffic congestion. The Senate Select Committee on Bay Area Transportation reviewed traffic forecasts, and determined that new investment in the bridge corridors, particularly new mass transit options, was needed, along with a new revenue source. The Committee concluded that a toll increase was the most appropriate funding mechanism and formed a public advisory committee to develop an expenditure plan.

The advisory committee consisted of representatives of transportation agencies from throughout the Bay Area as well as business, environmental and social equity organizations. The committee thoroughly investigated the issue and met on 15 occasions to hear project sponsors present ideas for providing new transit options and congestion relief in the bridge corridors. Individual projects were discussed and evaluated by the group based on performance measures, including:

- Proximity to bridge corridor
- Impact on congestion
- Number of new transit riders
- Cost effectiveness
- Transit connectivity
- Project readiness
- Sustainability
- Environmental impacts
- Land-use opportunities
- Safety and social equity

An initial plan was developed, based on the above criteria, and led to the expenditure plan that is before you as Regional Measure 2. The set of projects included in the Plan was adopted by the Legislature in September 2003 and signed by the governor as Senate Bill 916 (Perata).

Fiscal Management: Ongoing Review and Oversight

The implementation of the Regional Traffic Relief Plan — Regional Measure 2 — will be overseen by MTC, in its role as the Bay Area Toll Authority (BATA), which currently administers, programs and allocates revenues from the base toll levied on the seven state-owned toll bridges.

Performance Measures and Annual Audits

The Plan requires that projects meet performance measures related to transit ridership and cost-effectiveness prior to receiving funds for transit operations. When applying for operating funds, a project sponsor must submit a plan that conforms to the adopted performance measures, including an independent audit verifying that the project is in compliance. This will ensure that only well performing, cost-effective transit will be funded by the measure.

Process for Amending the Plan

While the Plan lays out the specific uses for the new toll revenues over the next 35 years, it does allow for changes if a project encounters serious problems. Specifically, the law provides that MTC may amend the level of funding for a project or reassign the funds to another regional transit project within the same corridor, but only after the project sponsor is consulted and a public hearing is held.

The RM 2 expenditure plan was developed in an open, public process

RM 2 ensures that funds are spent wisely by requiring annual audits and adherence to strict performance measures

RM 2 will not fund poorly performing projects

4. South Bay — San Mateo-Hayward and Dumbarton Bridge Corridors

A. New Mass Transit Options

BART Extension to Warm Springs: \$95 million

- Provide the final portion of funds needed to construct a 5.4-mile extension south from the existing Fremont station to Warm Springs in southern Alameda County. The project would accommodate future growth in employment and population in the region, and is the first leg of the future BART extension to Silicon Valley.

Dumbarton Rail: \$135 million, plus \$5.5 million annually to operate the new service

- New trains and track and station improvements for Caltrain to operate commuter rail service linking the East Bay with jobs on the Peninsula. Extends service from Union City, Fremont and Newark to the Peninsula and Silicon Valley across a renovated Dumbarton rail bridge. Funds also eligible to construct a new station at Sun Microsystems in Menlo Park/East Palo Alto
- Connects BART, ACE, Amtrak and Caltrain

Interstate 580 Rapid Transit Corridor Improvements: \$65 million

- Corridor improvements on I-580 in Alameda County. Funds available for new rail service or express bus improvements, such as a carpool-lane direct connector to Dublin BART

Regional Express Bus South: \$22 million capital, plus \$6.5 million annually to operate the service

- Funds carpool-lane and freeway ramp improvements for express buses and park-and-ride lot expansion to serve East Bay commuters using the Bay Bridge, San Mateo-Hayward and Dumbarton bridges.
- The \$6.5 million annual operating funds would provide for new bus service on the San Mateo-Hayward Bridge to San Mateo/Foster City, Millbrae/SFO, and Redwood Shores/Belmont, making connections to Caltrain via the San Mateo-Hayward Bridge, and additional Dumbarton Bridge bus service to Palo Alto and Caltrain.

B. Traffic Bottleneck Relief

Interstate 580 Rapid Transit Corridor Improvements

- As noted in the "Mass Transit Options" above, these improvements may include a new carpool lane along I-580, providing direct traffic relief to the corridor.

C. Seamless and Safe Transit Connections

New Transbay Terminal/Downtown Caltrain Extension in San Francisco: \$150 million

- A new Transbay Terminal in San Francisco, connecting AC Transit transbay buses and a Caltrain downtown San Francisco extension with BART, Muni, SamTrans, Greyhound, paratransit and Golden Gate Transit buses, as well as future high-speed rail

RM 2 makes the largest local investment in rail that the region has seen in over 10 years

RM 2 funds new transit in the I-580 corridor

[Skip Navigation Links](#)[SITE INDEX](#) [GO](#)[LEGISLATIVE UPDATE](#)**MAIN SECTIONS**

[Home](#)
[About MTC](#)
[DataMart](#)
[Links](#)
[Projects](#)
[Library](#)
[What's Happening](#)
- [Agendas](#)
- [Leg. Update](#)
- [Meeting Schedule](#)
- [Press Releases](#)

SPECIAL FOCUS

[Commuter Corner](#)
[Legislative Update](#)
[Blueprint](#)
[Transactions](#)
[Online](#)
[Jobs & Contracts](#)

SEARCHinfo@mtc.ca.gov

Regional Measure 2 Questions and Answers

1. When is the election?

March 2, 2004

2. Who gets to vote?

Registered voters in the city and county of San Francisco, and the counties of Alameda, Contra Costa, Marin, San Mateo, Santa Clara and Solano will determine whether or not the tolls are increased. The success of the measure requires a simple majority vote of the combined votes in all counties.

3. What projects are included in the expenditure plan?

The expenditure plan — also known as the Regional Traffic Relief Plan — includes a variety of projects addressing the following major goals: (1) new public transit in bridge corridors, (2) seamless and safe transit connections, and (3) traffic bottleneck relief in the bridge corridors. If approved by the voters, the plan will go into effect, providing \$1.5 billion in capital investments, such as BART and other commuter rail extensions and new bus purchases. Specific investments include:

- Seismic strengthening of the transbay BART tube, which carries about 100,000 riders per day: \$143 million
- BART extensions and commuter rail improvements: \$484 million
- Express bus infrastructure: \$302 million
- San Francisco Transbay Terminal, which will serve as a key regional hub for an estimated 27 million transit riders annually in 2020: \$150 million
- Freeway bottleneck/carpool-lane improvements: \$110 million
- Solano County Interstate 80/Interstate 680 corridor improvements: \$100 million
- Fourth bore for the Caldecott Tunnel: \$50.5 million
- Ferry service enhancements: \$84 million

- Safe routes to transit/bicycle and pedestrian improvements: \$22.5 million

In addition to capital investments, the plan includes operating funds for commuter rail, express and enhanced bus and ferry service, recognizing that covering operating costs for regional transit are a critical element in improving service. The plan dedicates up to 38 percent of total annual revenues to transit operations, an amount expected to reach approximately \$48 million annually between 2016 and 2040.

Funds are designated for specific transit operators and for express bus programs in the North, Central and South Bay. These investments include:

- Dumbarton rail: \$5.5 million annually
- Ferry service: \$15.3 million annually
- Express bus service: \$12.3 million annually
- AC Transit: \$3 million annually
- San Francisco Muni: \$2.5 million annually
- Night owl bus service in BART corridors: \$1.8 million annually

4. How much is the toll increase?

A \$1 surcharge on existing toll rates. For autos and two-axle trucks, the current toll of \$2 will go up to \$3. The toll increase would affect the seven state-owned toll bridges, but not the Golden Gate Bridge.

5. How much will the \$1 surcharge generate?

Approximately \$125 million annually.

6. When will the toll increase go into effect?

If approved by the voters on March 2, 2004, the toll increase would be effective on July 1, 2004.

7. What is the existing \$2 auto toll used for?

The first dollar funds the basic operation of the bridges as well as projects approved by the voters in 1988 as part of Regional Measure 1 (RM 1). The revenue from these tolls funds a variety of bridge and transit improvements throughout the Bay Area, including a new span for the Benicia-Martinez Bridge (under construction), a replacement span for the Carquinez Bridge (opened 2003), widening of the San Mateo-Hayward Bridge (opened 2002), BART extensions to Pittsburg/Bay Point and Dublin/Pleasanton (opened 1996-97), and improvements to Caltrain and Muni, among others.

The second dollar of the current bridge toll was added by the state Legislature in 1998 to fund seismic retrofit of five of the Bay Area's seven state-owned toll bridges (Benicia-Martinez, Carquinez, Richmond-San Rafael, San Francisco-Oakland Bay and San Mateo-Hayward bridges). After the seismic retrofit work is completed, any remaining revenue from the second dollar may be used for transit projects in the bridge corridors. The second dollar is scheduled to remain in effect until 2038.

8. How were the projects in Regional Measure 2 (RM 2) chosen?

In 2002, the California Legislature initiated hearings on the subject of Bay Area traffic congestion. The Senate Select Committee on Bay Area Transportation reviewed traffic forecasts, such as an anticipated 40 percent increase in transbay travel by 2025, and determined that new investment in the bridge corridors, particularly new transit options, was needed, along with a new revenue source. The Committee also determined that greater coordination between the existing transit systems was needed. The Committee concluded that a toll increase was the most appropriate funding mechanism, and formed a public advisory committee to develop an expenditure plan.

The advisory committee consisted of representatives of transportation agencies from throughout the Bay Area, including transit operators and Caltrans, and business, environmental, and social equity organizations. The committee met on 15 occasions from June through December 2002 to hear project sponsors present ideas for providing new transit options and congestion relief in the bridge corridors. Individual projects were discussed and evaluated by the group based on performance measures, including:

- Proximity to bridge corridor
- Impact on congestion
- Number of new transit riders generated
- Cost-effectiveness
- Transit connectivity
- Project readiness
- Sustainability
- Environmental impacts
- Land-use opportunities
- Safety and social equity.

An initial plan was developed, based on the above criteria, and led to the legislation creating the expenditure plan, which was approved by the Legislature in September 2003 as Senate Bill 916 (Perata).

9. What happens if a project included in the plan runs into problems down the road? Can a new project be substituted?

Yes. The legislation permits the Metropolitan Transportation Commission (MTC) to redirect the funds for a regional transit project within the same bridge corridor but only after the project sponsor is consulted and a public hearing is held.

10. How do we know that the transit operating funds will not be wasted on bad projects?

The projects that are listed as eligible for operating funds are required to meet certain performance measures related to ridership and cost-effectiveness. MTC is required to develop the performance measures in consultation with transit operators and the MTC citizens' advisory council. Prior to receiving funds, project sponsors must submit an audited annual report to MTC that demonstrates the project's financial feasibility and its attainment of performance measures. If a project does not meet the measures, MTC is required to set a date for the project to do so, and if the project fails to meet the performance measures by this deadline, MTC will redirect the funds to another project.

11. Who will allocate the toll revenue?

As the transportation planning, coordinating and financing agency of the nine-county Bay Area, MTC will allocate the toll revenue. The Bay Area Toll Authority, a separate legal entity from MTC but with the same oversight board of elected officials, will be responsible for issuing bonds and for submitting updates on the Regional Traffic Relief Plan to the state Legislature.

12. Why does the toll increase require only a majority vote and not a two-thirds vote as required for sales tax measures?

The toll increase is a user fee and not a tax, and is therefore subject to a simple majority rather than the two-thirds requirement for taxes. This is because the projects funded by the toll — improved transit services and freeway bottleneck improvements in the bridge corridors — have a clear connection with

the source of the new revenue (the bridge toll).

For further information, see the links below:

- [Map of transportation projects to be funded by the \\$1 toll increase \(PDF-1 MB\)](#)
- [Expenditure Plan: Operations only \(Excel document-55K\)](#)
- [Expenditure Plan: Capital only \(Excel document-55K\)](#)
- [Full text of SB 916 \(PDF\)](#)

[TOP](#)

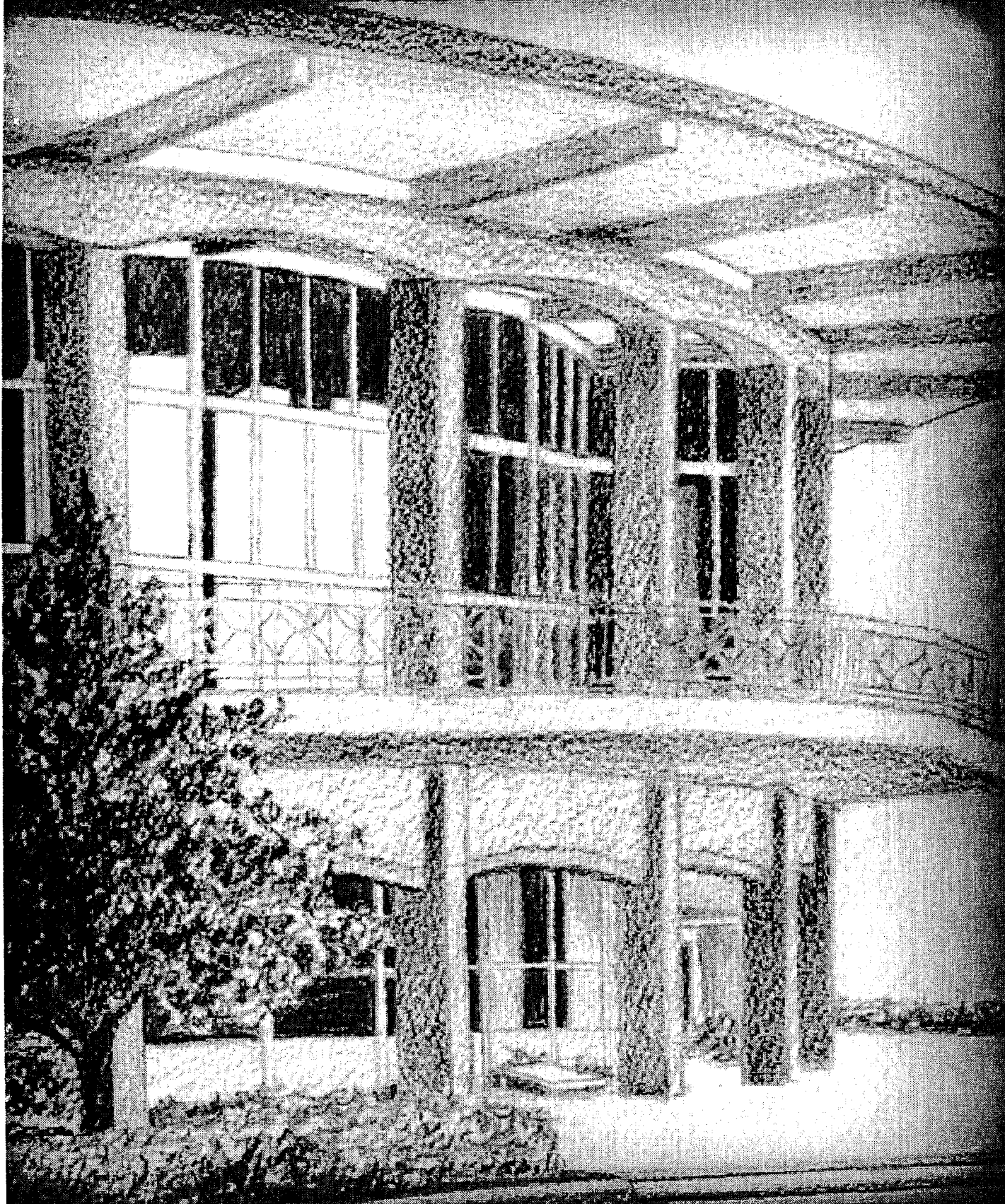
Links to main sections

[Site Index](#) | [Home](#) | [About MTC](#) | [DataMart](#) | [Links](#) | [Projects](#) | [Library](#) | [What's Happening](#) | [Special Focus](#)

Metropolitan Transportation Commission
101 Eighth Street, Oakland, California 94607
Phone: 510.464.7700, Fax: 510.464.7848

© 2003 MTC

CHABOT COLLEGE FACILITIES PLANNING & MANAGEMENT



REPORT OF THE FACILITIES COMMITTEE



September 15, 2003

Dear Colleagues,

The Facilities Committee, charged with developing a list of projects to be funded by the proceeds from a general obligation bond that will appear on either the Spring or Fall 2004 ballot, recently forwarded its recommendations to President Carlson. From the committee's recommendations, he drafted this document.

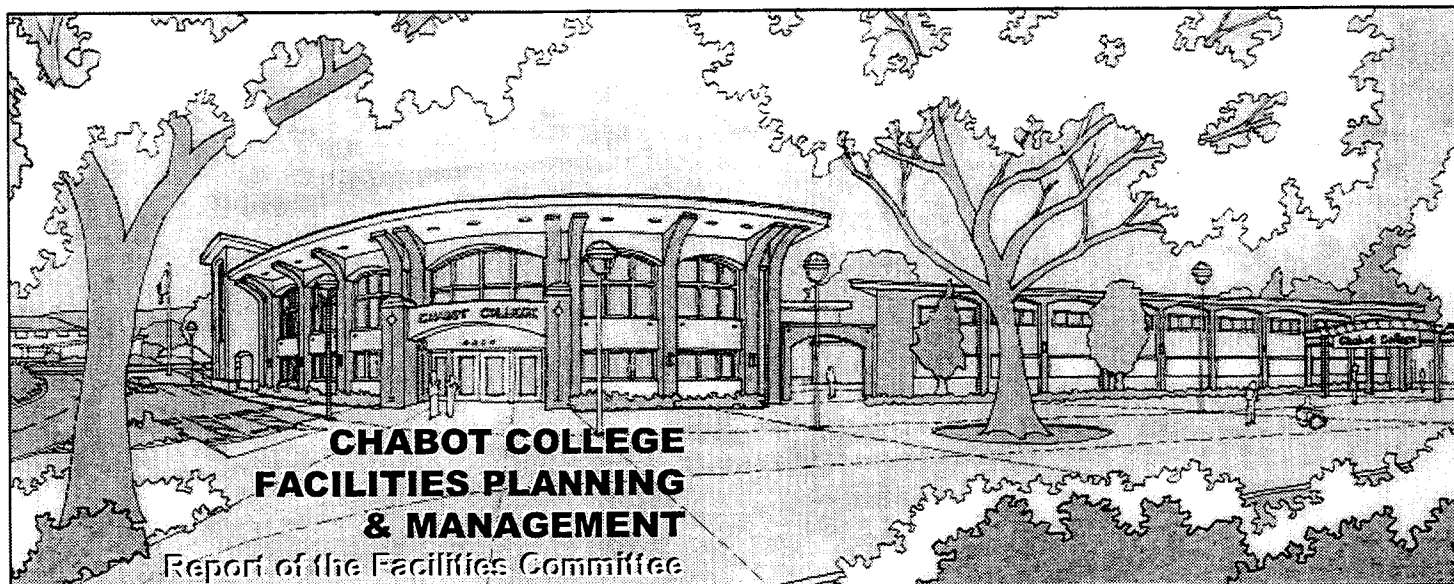
Thanks to the many classified staff, faculty, and administrators who contributed to this work. Membership on the committee is open to any member of the campus community.

Please read the report, and let us know what you think via email at *cc-facilities committee* on our GroupWise system or campus mail to my attention.

Sincerely,

A handwritten signature in black ink that reads "Gene Groppetti". The signature is fluid and cursive, with a large, stylized "G" and "P".

Gene Groppetti
Facilities Committee Chair



Rendering of building 4000

INTRODUCTION

Dr. Robert Carlson, President of Chabot College, appointed a committee of faculty, staff, students, and administration to examine Chabot College's facilities and recommend building projects and improvements for the Chabot College campus. The Committee solicited a wide range of ideas and suggestions from across the Chabot campus. The Committee was charged with developing a facilities development plan based on current and future facilities needs without regard to costs. If the Committee's plan were to exceed available funds then the projects will need to be prioritized. This planning was done to identify projects that would be endorsed by the Board of Trustees as part of the bond measure to be voted upon in the March 2004 bond election.

The recommended building and site improvements and renovations discussed below reflect the College needs as identified by staff, faculty, administration and students and are also consistent with the College's strategic plan. A key consideration was that this bond measure may be a once in a generation opportunity; therefore, it is essential to look at the present and 10 to 15 years into the future regarding campus needs. Because of this approach, buildings that could be regarded as adequate today are still budgeted for improvement, but such improvements would occur last in the renovation cycle. The following report also indicates anticipated costs to make the recommended improvements.

The Committee's survey developed recurring themes for improvement around renovation and repair of deteriorating/outdated facilities, safety issues and concerns (lighting, security cameras, etc.), improvement for economic gains through utility savings, infrastructure upgrades to accommodate computers, internet access (IT) and other current and emerging technology, heating and air conditioning improvements, weather tightness, and a host of other equally important elements.

Cost of maintenance and utilities needs to be a consideration of the new and remodeled construction. Because the College expects to occupy these buildings for 50 years and longer, designing the facilities with consideration for their life-cycle costs helps minimize operating expenses and maximize energy efficiency. Designing highly energy efficient buildings takes into consideration: high-efficiency HVAC systems, demand control ventilation in auditoriums, gymnasiums, and theaters, cool roof systems, photovoltaic (solar), high efficiency lighting, direct/indirect lighting, sky lighting and photocell controls, shading classroom/office glass, using thermal mass where appropriate, and a host of other design considerations that may be applicable to each building. Architects retained after the passage of the bond measure will be requested to incorporate these and other ideas into the design or redesign of Chabot's new and existing buildings.

Along with these issues was the desire to implement "Smart Classrooms" as part of Chabot's modernization. In addition, the Committee desires to expand the smart classroom concept to include smart buildings by enhancing building design to improve long-term energy efficiency. These features are a combination of automated control of various building functions, fast and flexible telecommunication systems and timesaving conveniences for building occupants. The key concept in smart buildings is that they are designed to be physically and technologically adaptable to changing conditions and are therefore easy to modify, expand and replace to meet campus needs (a.k.a. "future proofing").

The vast majority of the projects identified in this memo are also included in the District's recently adopted Five-Year Construction Plan. This plan is updated and submitted annually to the State Chancellor's Office for approval.

Mission and Goals

In keeping with the assignment, the Facilities Committee established the following mission statement:

To achieve excellence on the Chabot campus and accessibility to facilities and programs by implementing the bond measure in a timely, economical, safe, fair, respectful and equitable manner.

The Chabot Facilities Committee has identified ten sub-goals, which include:

Program Support – Deliver the projects in a way that adheres to District Policy and Procedures and ensures that the program needs are constantly supported.

State Construction Grants – Encourage the District to participate in State funding programs and configure the delivery of the projects in a way that optimizes Chabot's eligibility for State grants.

Buildings Most in Need – Give top priority status to new construction and projects identified as having the most deficiencies.

Construction Impact – Minimize the impact to staff, students and program(s) as design and construction is being carried out.

Safety – Safeguard the staff and students during the construction process.

Quick Start Projects – Deliver specific projects in the summer and fall of 2004 so that the patrons of the Chabot-Las Positas Community College District can see the bond at work immediately.

Cost Effective and Timely – Work with the Facilities Planning Department to deliver the various projects on time and within budgets defined using a Program Management Plan.

Quality – Design facilities and systems, which promote consistency, uniformity, energy efficiency and sustainable ease of maintenance.

Communicate – Work with the communities Bond Oversight Committee, Chabot's administration, and the College community to prepare them for the construction and to keep them informed on the progress of the construction and overall program delivery.

Fire Life Safety and ADA – Comply with Federal and State requirements of the Americans With Disabilities Act and fire and life safety requirements of the Department of the State Architect.

In addition to these goals some basic design principles were implemented. The area surrounding the grand court will maintain its current architecture and feel. No buildings in this area will be razed or otherwise significantly altered. All new construction would be limited to two stories. Any new construction, *that replaces current buildings*, will be of a similar architectural design as the original building.

General Information

The original buildings of the Chabot Campus were built in the mid to late 1960's. Although adequately maintained, and in most ways still attractive, especially the exterior and grounds, recent building surveys on the Chabot campus (Facility Condition Assessment Report or FCAR) and assessments by

both M&O and campus personnel readily identified many deficiencies that need correction and which were common to all the buildings due to their age. These include a need for weather tight and energy saving windows and doors, worn or inoperable window coverings, deteriorated flooring and ceiling tiles, modern heating, cooling and ventilation, security and entry control, lighting and lighting control, electrical and communication systems with capacity to meet modern demands, accessibility, and technology availability, to mention a few. Some buildings have had improvements made in recent years, but these improvements have not concentrated on the functionality of the buildings; these changes improved appearance and accessibility. These improvements are now five to ten years old and, if the most of the improved buildings are scheduled near the end of the renovation cycle, these improvements will be 15 to 20 years old then and the buildings undoubtedly would be ready for a full rebuild.

Additionally, the furnishings in most buildings at Chabot are antiquated, dysfunctional, and no longer meet the needs of the college or represent it well to the community. Classrooms lack modern design features and current/future technology proven to increase learning.

GENERAL IMPROVEMENTS

The following list provides more specific considerations for general improvement. These improvements are related to particular buildings and others identify needs that cut across the Campus.

1. Renovation and repair of deteriorating, outdated facilities

- Energy efficiency projects, including:
 1. Replace, install, and repair heating, ventilation and air conditioning systems
 2. Upgrade and replace aged electrical systems
 3. Automate lighting
 4. Automate watering
 5. Upgrade windows and doors
- Improve site and building accessibility for disabled users.
- Repair and replace aging roofs.

- Renovate restrooms and assure ADA compliance.
- Repair and paint building exteriors, interiors, replace dry rot and aged and deteriorated building siding. Pressure wash the existing stone siding.
- Repair and replace underground irrigation and make improvements to the grounds.
- Replace and upgrade underground storm water drainage systems.
- Replace and relocate signage.

2. Rewire and upgrade systems to accommodate the next generation of technical equipment and improve Internet access

- Upgrade electrical system (all phases)
- Upgrade data network (all phases)
- Upgrade fiber optic cable (all phases)
- Upgrade telecommunications (all phases)
- Upgrade classroom/administrative/student information systems

3. Improvements needed for health/safety

- Upgrade fire/life and building safety systems including installing emergency notice systems
- Install seismic retrofit for safety
- Remove asbestos/hazardous materials
- Improve exterior and interior lighting for safety and security
- Expand parking lot emergency phones
- Repair and replace pathways, roadways, and other hard surfaces
- Upgrade campus police/security equipment
- Provide security cameras as needed on campus Install security phones in classrooms
- Upgrade old, unsafe maintenance equipment
- Replace unsafe bleachers and install handicapped accessibility.
- Improve bird control systems
- Ensure that the Colleges can adequately serve as emergency relief sites in times of disaster
- Review/revise parking plan

4. *Modernization/Renovation Construction Projects*

- Remodel/modernize educational buildings to improve the student-learning environment
- Modernize/upgrade library/learning resource center and CIS (computer information services)
- Remodel college complex building areas to improve student support services and efficiency
- Modernize science classrooms and labs
- Modernize the theatre, art, and humanities buildings to improve student and community activities and the learning environment
- Construct a new building to house required and needed activities

5. *Furnishings and Equipment*

- Upgrade and replace instructional fixtures and equipment (i.e. desks, workstations, chairs, marker boards, tack boards, chairs, electronic presentation equipment and audio/visual media equipment)
- Replace outdated and broken equipment in the science labs and classrooms
- Provide equipment and furniture for newly modernized and renovated classrooms and buildings
- Upgrade as necessary, planetarium, theatre, and arts equipment and furnishings
- Upgrade or replace instructional computer/network equipment
- Upgrade or replace vocational and occupational lab/instructional equipment.
- Upgrade Library collection

6. *Build permanent classrooms and structures to replace deteriorating, temporary portable buildings such as the*

- Disabled Student Physical Education Center
- Security Office

CLASSROOMS

Since a significant amount of space scheduled for renovation is classroom space, it is important that architects familiar with current classroom design be used. Old notions of square spaces filled with seats need to be abandoned and all the design elements affecting learning, such as seating, lighting, color, arrangement, technology need consideration. The arrangement of large lecture spaces, as a subset of classrooms, also needs knowledgeable design. A template should be developed, using the best educational research, for a model classroom and this information should be subsequently provided to all potential architects or bidders.

All classrooms should be "smart." Again, there should be extensive consultation with experts in this technology to arrive at the design that would meet campus needs best. At a minimum, smart classrooms, also called electronic or technology-enhanced classrooms, create new opportunities in teaching by integrating networking, computers and audiovisual technologies.

More and more faculty are creating text, charts and graphics on their own computers and they want to bring this material into the classroom. Faculty want to show information and research data from office computers or worldwide databases and they need connectivity to outside teaching resources. Telephone lines, Ethernet connections or ISN installations make it possible to interact in real time with distant computers, databases or banks of stored text and images.

Smart classrooms offer a reliable and unique approach to the design of technology-enhanced classrooms. A simple, user-friendly interface can make it possible to show campus cable TV, VHS videotapes, as well as computer displays from IBM and Mac machines, plus workstations. Creative, sophisticated engineering makes this possible.

Finally, faculty offices should also receive a design review by the faculty and experienced architects to establish a template for their look and design that would be incorporated into all construction and renovation.



EQUIPMENT

In addition to construction, equipment may be purchased and maintained with bond funds. Basic furnishings for each building are included in the building's cost estimate, but the College also needs special equipment that are not a part of conventional furnishings. These include:

- Replacement of any computer more than three years old for the duration of the bond (10 years).
- Instructional equipment in vocational, scientific, health, art, and other areas, and their maintenance, for the life of the bond.
- Administrative and operational equipment, and their maintenance, for the life of the bond.
- Library books

The above is estimated at \$20,259,159

BRIEF PROJECT DESCRIPTIONS

BUILDING 100 — Admissions & Records; Counseling; Student Personnel Services; Financial Aid; Information Technology Services; Learning Communities; Library Media Services, Broadcast Center

Building 100 was originally constructed in 1965. The two-story, 71,346 square foot building currently contains a number of programs critical to the functionality of the campus including library, registration, counseling, financial aid, health center, and others. The Committee recommends moving all of the student services programs out of Building 100 (to a new building) and then transform the lower level of Building 100 into a student academic support center with such services as open computer lab, tutorial center, WRAC, media services, distance education center, and language lab. The space would also house the faculty support/development center.

The library would be renovated and upgraded including the adding of fully functional public elevators to all levels and the addition of some student/faculty group study rooms as part of the

redesign of the building. In addition, it's important that the library collection (books, video, DVD, all media) be upgraded as part of the modernization project. Modernization of this building is essential to provide a coordinated student academic support program and to fulfill the concept of a Learning Resources Center.

ITS, a District service, would be moved to the lower level of Building 300 where the rest of the ITS function is currently or, alternatively, to Las Positias College into its own facility.

The cost to modernize this building is estimated at \$20,348,768.

Building 200 —CENTRAL SERVICES Building

Building 200 is a single-story 19,664 square foot building containing offices and conference rooms. Originally constructed in 1966, the building has received minor improvements over the years. The building computer infrastructure needs to be replaced and provision made for video-conferencing capabilities and other, similar, improvements. The student services functions currently in 200 would be moved to Building 4000 (a new Student Access Center) along with the Vice President for Student Services offices and the switchboard function. The vacated, and other, space in Building 200 would be reconfigured to serve adequately the President's Office, Academic Services, Business Office, Foundation, Board Services, Research, and Marketing functions of the College.

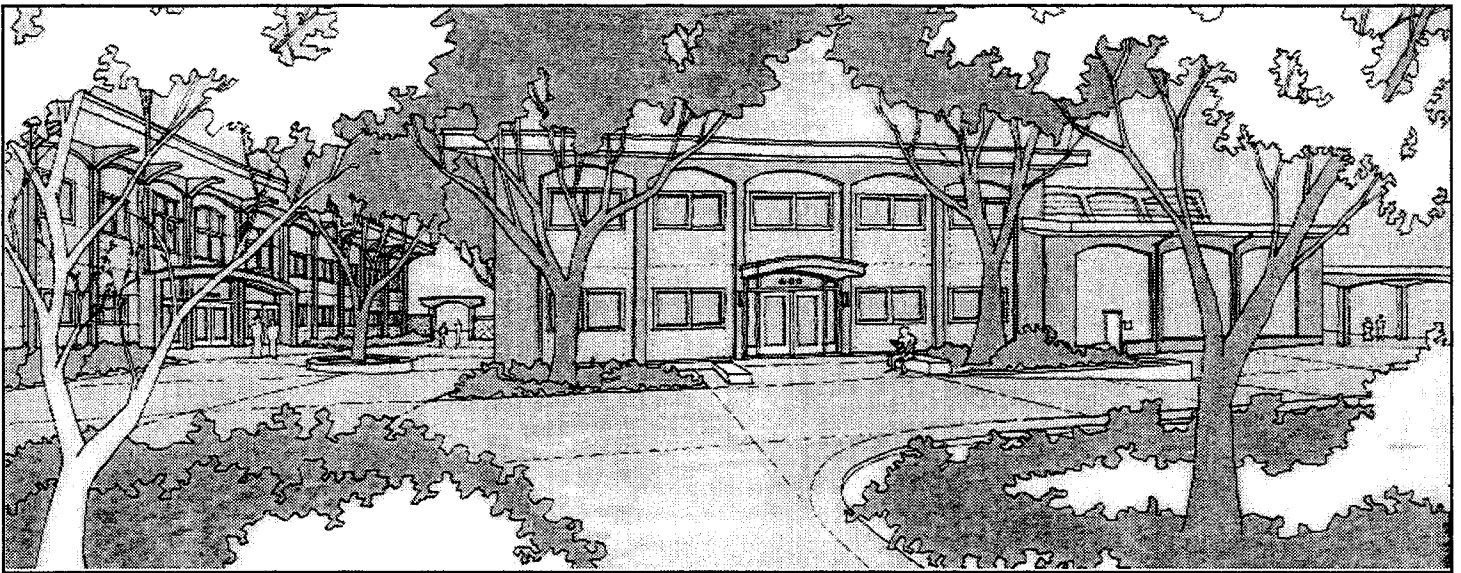
The cost to modernize this building is estimated at \$3,770,666.

Building 300 — Business Education Classrooms and Labs

Building 300 was constructed in 1965 and this two-story structure contains 22,111 square feet of space, which is used for classrooms and computer labs. ITS will be housed in the lower portion of the building along with expansion of Chabot's technical services space and media services. The upper floor will remain business curriculum classrooms and labs.

The cost to modernize this building is estimated at \$5,753,558.





Rendering of buildings 600 and 700

Building 400 — Business Education Faculty Offices

Originally constructed in 1965, there have been no apparent additions or renovations to this building over the years. This single story 5,127 square foot building contains 29 offices, a conference room and restrooms. The office space is very confining and not conducive to faculty-student interaction. This building would be razed to create additional space for the new 4000 Building (Student Access Center). The offices lost would be replaced in other construction.

The cost to raze this building is estimated at \$145,490.

Building 500 — Social Sciences Classrooms

The Social Science building is a two-story 21,975 square foot building that was constructed in 1965. There have been no apparent additions or renovations over the years. An artifacts storage component should be designed into the building as part of the modernization plans.

The estimated cost to modernize this building is \$5,400,014.

Building 600 — Business Lecture Hall

The business lecture hall contains 2,762 square feet and was constructed as part of the original campus in 1965. Over the years, few improvements or upgrades have taken place inside the building. In order to increase classroom space, especially for

Business related programs, the Committee recommends that Building 600 be extended to about twice its current size and as a two-story multi-classroom building while maintaining the current facade to the Grand Court.

The cost to modernize and add to this building is projected to be \$2,850,489.

Building 700 — Social Sciences and Language Arts

Building 700 is a large building of 14,313 square feet and was constructed during the original establishment of the campus in 1965. Much of the space is deficient in terms of proper HVAC systems plus other amenities necessary for the long-term use of the building. In addition, an overall redesign of the building is in order to make the building operate and function at a high level. A shortage of campus office space prompts the Committee to recommend that this building be razed and rebuilt as a two-story faculty office building.

The cost of this building, reconstructed as a two-story faculty office building, is estimated at \$5,271,528.

Building 800 — Language Arts Classrooms

This two-story building contains 21,974 square feet and was part of the original construction of the main campus in 1965. The building contains numerous classrooms and is used heavily throughout the year. Modernization of buildings 800 and 900 focuses on

improved instructional delivery systems in Basic Skills, English, ESL, and Foreign Languages.

The estimated cost to upgrade this facility is \$6,055,423.

Building 900 — Humanities Classrooms and Labs

Originally constructed in 1965, the 10,305 square foot building is dated and needs to be upgraded. It's possible the building can be slightly modified to add square footage to the existing classrooms. The radio station is to be relocated to a new facility for the broadcast curriculum.

The estimated cost to modernize this building is \$2,833,311.

Building 1000 — Art Classrooms and Studios

This single-story building contains 12,646 square feet and accommodates both classrooms and offices. The building, according to the FCAR, is in need of renovation and is deficient in many respects. If not located elsewhere, a College exhibition space should be designed into this building that serves as both an exhibition area and classroom for laboratory for classes related museums studies or other programs about exhibition work. Alternatively, this exhibition space could be located in Building 2300. The building can be modified to make the existing space more useable and functional.

The cost to modernize this building is estimated at \$3,234,018.

Building 1100 — Humanities Faculty Offices

The Humanities office building is a relatively small building that was built in 1965. This is another building that is quite old and in need of complete renovation or replacement. All of the building components need to be replaced and brought up to new standards.

The estimated cost to completely refurbish this building is \$3,107,558.

Building 1200 — Music/Little Theatre Classrooms and Labs

The Music/Little Theatre building contains 20,663 square feet and was originally constructed in 1965. Over the years, the building has received some renovations and additions. However, improvements to the building are still warranted. These additions would include upgrading the lighting and sound systems, increasing accessibility, and improving the dressing, scene shop, and costume areas. The electronic music lab also needs upgrading.

Based on the FCAR, and other items identified by the staff, the estimated cost of improvements for this building is \$2,534,908.

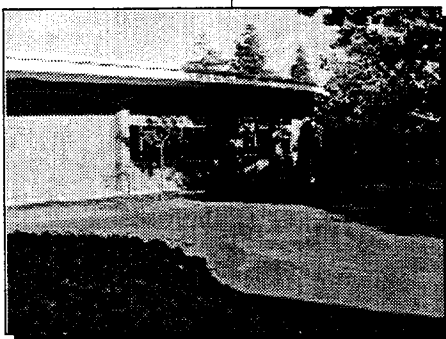
Building 1300 — Performing Arts Center/ Auditorium (PAC)

The auditorium is a 33,852 square foot building — one of the largest buildings on campus. This building was constructed in 1967 and has had some improvements over the years. However, the building is continuing to age. Upgrades and improvements are warranted in order for it to continue to be a 1,450-seat facility for plays, musicals, concerts, etc. that is adequate and properly operating. These additions would include upgrading the lighting, sound and communications systems, increasing accessibility (ADA compliance and additional convenience for disabled persons), and improving the dressing, scene shop, rehearsal, and costume areas. Lobby, restroom, and office space would be expanded and exhibition space and concessions added. Linkage to the Broadcast Center will permit televised performances from the PAC.

To make the auditorium a state-of-the-art complex, it is estimated that the necessary improvements, upgrades, and expansions will cost \$8,778,989.

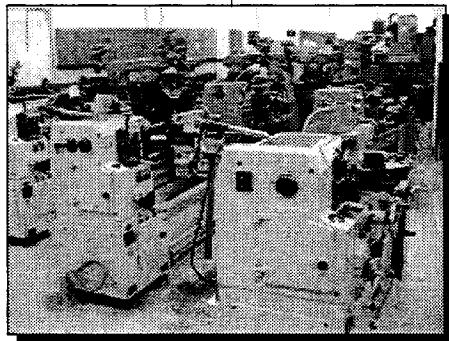
Building 1400 — (Industrial) Technology Center

Building 1400 contains the technical/vocational classrooms and shops that utilize 24,951 square feet of space. The building has undergone several minor



*Beautiful?
Leaking roof, no ventilation,
leaky and insecure doors, 70
square ft. office spaces, mold
infestation and furnishings
from 1969.*

improvements in the past. The latest renovations consisted of a complete remodel of interior finishes, and a re-roof in 1996. However, the renovations didn't go far enough and the building needs to be renovated to upgrade and improve the welding facility, expand outdoor space, improve the machine tool area, renovate existing industrial technology teaching areas, improve safety features in the building, and add power and technological infrastructure. Most importantly all current programs are crowded in the building creating safety concerns. It is recommended that the classrooms in Building 1400 be used to increase laboratory space.



*Crowded Labs,
Antiquated Equipment*

The estimated cost to bring the facility up to current standards is \$7,816,682.

Building 1500 — Technology and Engineering Faculty Offices/Classrooms and Labs

The Technical/Vocational Office building was constructed in 1965 and has received some improvements over the years. The building contains 7,168 square feet, housing both classrooms and offices. With the loss of classroom space in Building 1400, Building 1500 should be razed and reconstructed as a two-story building with additional classrooms and faculty office space for the technical programs.

The estimated cost to raze and construct a new building is \$4,496,609.

Building 1600 — Technology, Engineering and Graphic Arts Classrooms and Labs

Building 1600 is large two-story building containing 27,361 square feet. This building has received some improvements over the years, but there still remain a number of improvements to be completed. Building 1600 contains the lecture and laboratory spaces utilized in the College's technology, engineering, and graphic programs. As a result, an addition to this building would be a fully featured graphics design facility supporting Engineering, Graphic Design, Photography, Architecture, Digital Media, and similar graphics-based curriculum. This new graphics facility would afford the opportunity to integrate lab space used by all the graphics-based programs making

its use more efficient and productive. The facility would be designed to minimize the need for supervision and maximize use of shared resources.

Installing current media systems and appropriate cabling will also enhance this building.

The cost to modernize this building is estimated at \$3,647,143.

Building 1700 — Mathematics, Physics, Geology Classrooms and Labs

The Physics/Mathematics building is a two-story facility containing 20,306 square feet. The building contains a number of classrooms and offices and according to the FCAR, a large amount

of operating and building deficiencies were noted and need to be addressed. Based on the age of building (built in 1965), it is a good candidate to be modernized to include all of the new building features.

It is estimated that the modernizing of this building will cost \$4,989,883.

Building 1800 — Classroom Building and Testing Center

The Assessment Building is a single-story building containing 20,118 square feet. The building contains a number of classrooms with associated storage rooms reflecting its previous use as a chemistry building. The building has received some improvements over the years since its original construction in 1965. It was noted in the FCAR, however, that building still needs renovation. The interior configuration no longer meets the needs of the campus since the chemistry program occupied its new building in 1998.

The cost to modernize this building is estimated at \$4,943,685.

Building 1900 — Lecture Halls; Planetarium

The Planetarium building is a single-story, 7,541 square foot building containing three lecture halls and the planetarium. It was originally constructed in 1965 and there have been no additions or improvements since then. Most of the interior spaces

are in poor condition. It is recommended that two of the lecture halls be reconfigured into four large classrooms. Replacement of the planetarium equipment and added storage is essential. To be improved are such things as the telescope improvements, seating in planetarium, and the addition of smart classrooms. Program enrollments and quality of instruction are limited by the facilities.

The estimated cost to make the necessary improvements is \$2,848,309.

Building 2000 — Science and Mathematics Faculty Offices

The Math-Science faculty office building is a single-story 10,222 square foot building that was constructed in 1965. Since original construction, very little, if any, renovation or remodeling has occurred. Consequently, the building needs to be completely modernized.

The estimated cost to raze and reconstruct this building is \$2,816,899.

Building 2100 — Biological Sciences Classrooms and Labs

The Biological Sciences building is a single story 19,084 square foot building containing laboratories, offices and classrooms. It was originally constructed in 1965 and was retrofitted with a new HVAC system in 2002. Based on the age and condition of the structure, it needs to be modernized to incorporate the latest in building and classroom design.

The estimated cost to modernize this structure is \$3,775,012.

Building 2200 — Health Sciences; Dental health/ Nursing Classrooms and Labs

The Health Services/Dental building of 17,970 square feet was constructed in 1965 and has undergone very little improvement over the years. The building is in need of modernizing and upgrading to accommodate the latest in technology advances and to add new classrooms for state-of-the-art instruction. According to the FCAR report, the building needs significant renovation and repairs.

Modernization will enhance operation of these college facilities by installing improved media systems as well.

The estimated cost to reconfigure this building is \$7,372,120.

Building 2300 — Cafeteria; Student Center; Campus Security

The Student Center building, constructed in 1966, is a two-story 37,859 square foot building housing a number of different functions: cafeteria, student center, campus security, offices and meeting rooms. The condition of the building warrants renovation. It is recommended that the space in the building be modernized and reconfigured to take advantage of

a rather large building by developing an effective layout to accommodate a conference facility, offices, and meeting rooms. The building could be rearranged to add additional space on the second floor for future needs of the campus and at the same time modernize and upgrade the building. The cafeteria area would be rearranged and contained to reduce its visual impact on the eating area. Acoustics would be improved to permit functions to be

held in the eating area as needed. The upper area will house student government offices, faculty and student

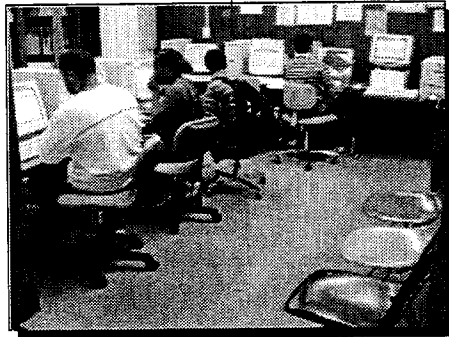
lounges, and perhaps the college exhibition spaces along with large convening and lecturing areas. The security building functions would be placed on the first floor with separate entrances from the rear parking area.

The estimated cost to modernize this building is \$10,432,888.

Building 2400 — Disabled Student Resource Center

This building was constructed in 1965 and contains 5,408 square feet. It was recently fully refurbished but will need improvements within the bond period.

The estimated cost to modernize this building is a second priority at \$758,844.



Crowded Labs

Building 2500 — Gymnasium

This building is over 40 years of age and is in need of upgrading and modernizing. The gym building (16,880 square feet) needs new lighting, bleachers, heating and air conditioning upgrades along with other, associated improvements.

The estimated cost to improve this building is \$3,698,796.

Building 2600 — Physical Education and Health Faculty Offices; Classrooms

Building 2600 (7,026 sq. ft.) is old and antiquated and needs to be improved. The building may need to be reconfigured so the existing space can be utilized more efficiently. This building, along with the others in the physical education complex, represent the teaching and support spaces utilized in delivery of the College's physical education and athletic program.

The estimated cost to modernize this building is \$1,936,170.

Building 2700 — PE Classrooms and Labs

The women's shower, locker room and classroom building is a 40-year-old complex and has not undergone any major renovation since its construction. The 11,614 square foot building is in need of modernization and improvements that are long over due. The Committee recommends that this building be reconfigured into instructional space for the PE department.

The estimated cost to reconfigure this building is \$3,022,107.

Building 2800 — PE Classrooms and Labs

The men's shower/locker room/classroom building (19,139 sq. ft.) was constructed as part of the original campus in 1965. It has received some minor improvements over the years, but it still needs to have improvements throughout the complex. The Committee recommends that this building be reconfigured into instructional space for the PE department.

The estimated cost to reconfigure this building is \$4,980,206.

Building 2900 — Physical Education Classrooms

The Physical Education classroom building is a large building containing 18,513 square feet and it was constructed as part of the original campus in 1967. This building is used for the fitness center, weight room, assessment center and contains six racquetball courts. The "old" gym needs to be returned to service as an activity area appropriate to indoor sports. The building is heavily used throughout the year and needs to be upgraded and modernized to extend the life of the facility.

The estimated cost to renovate this building is \$3,668,383.

Building 3100 — Emergency Medical Services Classrooms and Labs

Building 3100 contains 7,621 square feet that was constructed in 1993. There have been no apparent additions or renovations over the years. The building contains the community health labs, clinical skill lab, pre-hospital skill room and other functions related to emergency medical services program.

The estimated cost to renovate this building is \$1,145,579.

Building 3200 — Disabled Student Physical Education Center

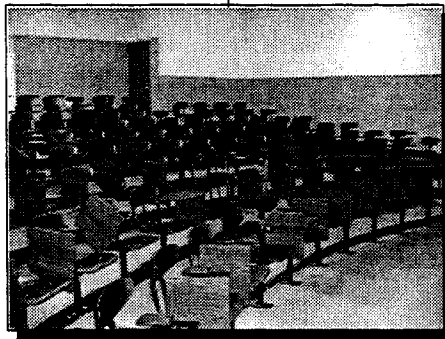
The 3200 Classroom building contains 1,920 square feet and is used for the disabled student physical education program. This building was planned as a temporary building until a new permanent building could be constructed when in it was originally installed 15 years ago. This service would be incorporated into the

rebuilding of buildings 2700, 2800, or 2900.

To raze the building would cost \$56,867.

Building 3300 — The Annex (Campus Security)

The Campus Security office is housed in a small portable building. This building was originally established to serve as a temporary building until a permanent structure could be constructed. The



Out-of-Date Classrooms

Committee recommends that the Security Office be housed in 2300 and become a part of the remodel of that building.

The estimated cost to raze this building is \$23,402.

Building 3400 — Reprographics Center; Print Shop; Graphic Arts

Building 3400 houses the print shop and was constructed in 1993. Since 1995, there have been no apparent renovations or improvements to the building. The building is in good condition but the equipment needs to be replaced and future renovations are going to be needed (replace current copy machine and replace the single-color offset press).

The estimated cost to make these upgrades is \$851,594.

Building 3500/3700 — Childhood Development Center/Classrooms

The Early Childhood Development Center is a single-story 12,368 square foot building constructed in 1995. While the program has been a great success, additional classroom space is warranted. Also, near the end of the bond term, additional renovations and reconditioning is anticipated.

The estimated cost to add these rooms and maintain the facility through 2014 is \$855,363.

Building 3600 — Broadcast Center Classrooms and Labs

As an alternative proposal to the construction of a Broadcast Center within Building 100, a new construction near, or attached to, the PAC could house the Broadcast curriculum. This would include classroom, control room, radio station and radio practice rooms, and TV studio with associated editing, etc. support. Offices would be provided for appropriate staff. The intention is that the Broadcast Center, PAC, music, and Little Theater share facilities such as stage, dressing room, scene shop, and staff to benefit all. These other spaces would be enhanced for broadcast operations. The Committee feels that, the Butler building should be relocated to provide appropriate space.

Projected cost to construct the separate Broadcast Center is \$6,380,158.

Building 3800 — Bookstore

While the bookstore is fairly new and funded from its own income, it is likely that major renovations would need to occur in the next ten years. Also, the current bond can be paid off leaving all income from the bookstore available to the Campus for its use.

These initiatives will cost \$4,288,111.

Building 3900 — Chemistry/Computer Science Classrooms and Labs

The committee is recommending minor improvements to this building since it is only five years old. An improved hazardous chemical waste and storage/disposal system is currently needed in the building. A new system is warranted based on

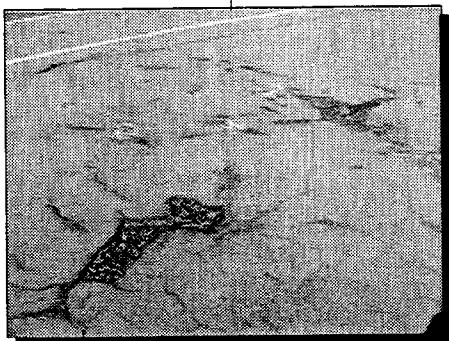
new laws and regulations and to improve an overall system. It is also recommended that a storage room be converted to a classroom to better facilitate the mission of the department. Some future improvements, over the life of the bond, are also anticipated.

The estimated cost of these improvements is \$480,101.

Building 4000 — Student Access Center

It is proposed to construct a new building that is distinctive but harmonious with current architecture at the front of the Chabot campus. This building will pull together disbursed student services functions such as counseling, admissions and records, registration, special programs, financial aid, assessment, career counseling and job placement, on-line center, transfer center and so forth. The Vice President of Student Services will be housed in the building as well.

In addition, the building will assert itself as the logical first stop for guests and potential students. Accordingly guest parking would be provided and the reception and switchboard operations of the College will be located to the lobby of the building.



*Deteriorating pavement
Tennis courts*

The recommended square footage is 70,000. The cost of construction is estimated at \$30,274,514.

Building 4100 — PE Locker and Team Facility

It is proposed to construct a new one-story building in the outdoor basketball area to house men and women's locker rooms, team rooms, trainer, equipment and storage rooms. A breezeway would be constructed through 2900 for ready access to the PE facilities from the locker area.

This building is estimated to cost \$5,015,390.

Athletic Field Improvements and Pool Repairs

Minor improvements are needed in the athletic fields including rehabilitation of the restrooms adjacent to the football stadium, replacement and installation of additional field lights, rebuilding of the press box, improvement of the fields, new bleachers, and resurfacing/reconfiguring of the tennis courts. These improvements are warranted in order to protect the investments made and to better serve the students over a long period of time.

The District has a large investment in the pool at Chabot College. The pool is used extensively throughout the year not only by students but by the community as well. However, the pool surface has delaminated and the steel reinforcement on the deck has deteriorated. The deck itself is cracking. In order to protect the huge investment in this asset, the pool deck needs to be replaced, plastering is needed and a new filtering system is in order

The estimated cost to make these improvements is \$3,825,643 .

Student Plaza Improvements

While the College's grand court is its most striking feature, the area is marked by broken and missing furniture, aging plants and an unappealing expanse of concrete. The proposal is to solicit a design through competition that is in keeping with the original design concept of a plaza while modernizing and beautifying the grand court area.

Estimated cost is \$1,052,824.



Rebar deteriorating on the pool deck

TENTATIVE CONSTRUCTION SCHEDULE

Project schedule will be subject to change based on funding, design and construction considerations, and the needs of the College.

Phase I: The following can be done as soon as funds are available:

1. Raze 400 & Build 4000*
2. Raze and rebuild 1500*
3. Rebuild/remodel 600 and 2300*
4. Reconfigure/remodel 1800**
5. Build 4100*
6. Repair pool/pool deck and install field improvements.
7. Replace most furnishings and equipment.
8. Install graphics lab in 1600.
9. Do Theater improvements (1200, 1300).
10. Payoff Bookstore.
11. Repair and rebuild grounds, parking, lighting, and pavement, clean building exterior, etc.
12. Renovate upper 100 (Library).
13. Renovate Grand Court.
14. Address security issues.
15. Incorporate 3300 (Security Offices) into 2300.
16. Do "quick and dirty" improvements as warranted to 500, 1000, 1400, 1700, and 2100

* This construction creates essential space to temporarily house those people, programs, and services displaced in the following construction.

Phase II: These can be done when Phase I nears completion:

1. Renovate 300, move MIS and Media Services.
2. Renovate 1900, 2700, 2800, 2900, 3200.
3. Raze and rebuild 700.
4. Build 3600

Phase III: These would follow as relocating space becomes available due to renovations above:

1. Renovate 100, 200, 2500, 2600.
2. Begin cycling faculty offices through excess space in new 700 and 1500, and elsewhere,

while 1100, 2000, 2200 are renovated. 2000 is recommended for two stories but could be reduced to one should other priorities intervene.

After the above Phase III is completed space should be available to:

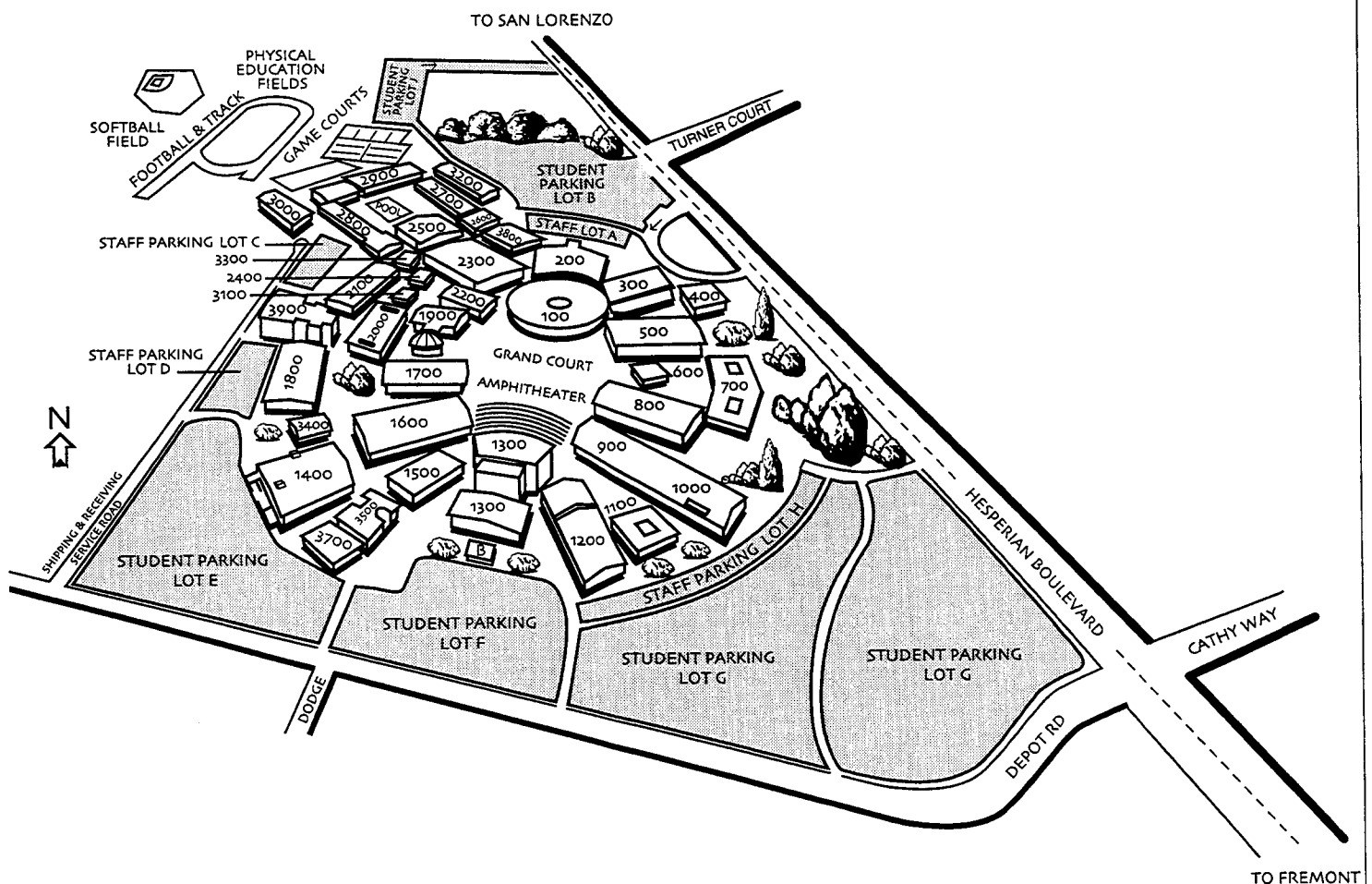
1. Renovate 800, 900, upper 2300 if needed.

Phase IV: The following buildings should be last in the rebuilding process: 1600, 2400, 3100, 3400, 3500/3700, 3800, 3900.

The following buildings can be renovated at any point providing relocating space is available for the programs and services they house: 500, 1000, 1400, 1700, and 2100.

Some temporary space will be needed at the start of the project cycle. It is recommended that the Butler Building be reconfigured to serve as faculty office space during the construction of Buildings 400, 700, and 1500.

Campus Map



CHABOT COLLEGE
TENTATIVE BUILDING LISTING AND COST DATA – SUMMARY

Build. No.	Building Name	Year Built	Sq. Ft.	Construction Costs
100	Library/Learning Resource Center	1965	71,000	\$20,348,768
200	Central Services	1966	19,664	\$3,770,666
300	Business Education Classrooms & Labs	1965	22,111	\$5,753,558
400	Business Education Faculty Offices	1965 (raze)	5,127	\$145,490
500	Social Sciences Classrooms	1965	21,975	\$5,400,014
600	Business Lecture Hall	1965 (w/new Addition)	5,524	\$2,850,489
700	Social Sciences /Lang Arts Faculty Offices	1965 (raze/new)	14,313	\$5,271,528
800	Language Arts Classrooms	1965	21,974	\$6,055,423
900	Humanities Classrooms	1965	10,305	\$2,833,311
1000	Art Classrooms & Studios	1965	12,646	\$3,234,018
1100	Humanities Faculty Offices	1965	12,646	\$3,107,558
1200	Music/Little Theatre/Classrooms & Labs	1965	20,663	\$2,534,908
1300	Student/Community Performing Arts Center/Auditorium	1965	33,852	\$8,778,989
1400	Industrial Technology Center	1965	24,951	\$7,816,682
1500	Technology/Engineering Classrooms & Faculty Offices	1965 (raze/new)	7,168	\$4,496,609
1600	Technology/Engineering/Graphic Arts Classrooms & Labs	1965	27,361	\$3,647,143
1700	Mathematics/Physics/Geology Classrooms and Labs	1965	20,306	\$4,989,883
1800	Classroom Building & Testing Center	1965	20,118	\$4,943,685
1900	Science Lecture Hall/Planetarium	1965	10,541	\$2,848,309
2000	Science/Mathematics Faculty Offices	1965	10,222	\$2,816,899
2100	Biological Sciences Classrooms & Labs	1965	19,084	\$3,775,012
2200	Health Sciences/Dental Health/Nursing Classrooms & Labs	1965	17,970	\$7,372,120
2300	Cafeteria/Student Center	1965	37,859	\$10,432,888
2400	Disabled Students Resources Center	1965	5,408	\$758,844
2500	Gym	1965	16,880	\$3,698,796
2600	PE & Health Faculty Offices/Classrooms	1965	7,026	\$1,936,170
2700	PE Classrooms & Labs	1965	11,614	\$3,022,107
2800	PE Classrooms & Labs	1965	19,139	\$4,980,206
2900	Physical Education Classrooms	1965	18,513	\$3,668,383
3100	Emergency Medical Services Classrooms & Labs	1996	7,621	\$1,145,579
3200	Disabled Students Physical Ed. Center	1991 (raze)	1,920	\$56,867
3300	Annex (Campus Security)	1990 (raze)	480	\$23,402
3400	Reprographics Center	1993	5,000	\$851,594
3500/ 3700	Early Childhood Development Classrooms	1995	12,368	\$855,363
3600	Broadcast Studio & Classrooms	new	10,000	\$6,380,158
3800	Bookstore	1998	1997	\$4,288,111
3900	Chemistry/Computer Science Classrooms & Labs	1999	31,400	\$480,101
4000	Student Access Center: Counseling, Admissions, Financial Aid & other Student Services	new	70,000	\$30,274,514
4100	PE Locker/Team Facility, Eq. Room	new	15,000	\$5,015,390
Phys Ed	Athletic Field Improvements & Pool Repairs	1965	na	\$3,825,643
Other	Student Plaza (Grand Court)	1965	na	\$1,052,824
Other	Temporary Buildings, Classrooms & Offices		na	\$1,080,911

Other	Equipment: Classrooms/Lab Equipment & Library Materials	na	\$20,259,159
Other	Classrooms/Labs/College Services Equipment	na	\$12,616,616
Other	General Campus Repairs: Sewer, Water, Storm Drainage, Plumbing, Safety & Electrical Repairs	na	\$23,670,198
TOTAL			\$253,164,887
The above costs are <i>estimates not commitments</i> . Actual investment into each project will vary with funding current construction costs final design.			

TENTATIVE CONSTRUCTION SCHEDULE

Project schedule will be subject to change based on funding, design and construction considerations, and the needs of the College.

Phase I: The following can be done as soon as funds are available:

1. Raze 400 & Build 4000*
 2. Raze and rebuild 1500*
 3. Rebuild/remodel 600 and 2300*
 4. Reconfigure/remodel 1800**
 5. Build 4100*
 6. Repair pool/pool deck and install field improvements.
 7. Replace most furnishings and equipment.
 8. Install graphics lab in 1600.
 9. Do Theater improvements (1200, 1300).
 10. Payoff Bookstore.
 11. Repair and rebuild grounds, parking, lighting, and pavement, clean building exterior, etc.
 12. Renovate upper 100 (Library).
 13. Renovate Grand Court.
 14. Address security issues.
 15. Incorporate 3300 (Security Offices) into 2300.
 16. Do "quick and dirty" improvements as warranted to 500, 1000, 1400, 1700, and 2100
- * This construction creates essential space to temporarily house those people, programs, and services displaced in the following construction.

Phase II: These can be done when Phase I nears completion:

1. Renovate 300, move MIS and Media Services.
2. Renovate 1900, 2700, 2800, 2900, 3200.
3. Raze and rebuild 700.
4. Build 3600

Phase III: These would follow as relocating space becomes available due to renovations above:

1. Renovate 100, 200, 2500, 2600.
2. Begin cycling faculty offices through excess space in new 700 and 1500, and elsewhere, while 1100, 2000, 2200 are renovated. 2000 is recommended for two stories but could be reduced to one should other priorities intervene.

After the above Phase III is completed space should be available to:

1. Renovate 800, 900, upper 2300 if needed.

Phase IV: The following buildings should be last in the rebuilding process: 1600, 2400, 3100, 3400, 3500/3700, 3800, 3900.

